

Tribunal will investigate loss by Crown Agents

The Public inquiry into the £200m losses of the Crown Agents will be conducted by a tribunal under the Tribunals of Inquiry (Evidence) Act, the Prime Minister said yesterday. He pointed out that that would prevent criminal proceedings against any witnesses. The tribunal's terms of reference have still to be decided.

Witnesses may be safe from trial

By Hugh Noyes
Parliamentary Correspondent

The Prime Minister bowed to the will of all parties in the House of Commons yesterday and accepted that the further inquiry into the £200m losses of the Crown Agents should be held in public under the Tribunals of Inquiry (Evidence) Act, 1921. On Monday the House rejected government proposals to hold the inquiry in private, with no powers to compel evidence.

Mr Callaghan told MPs that the tribunal must identify those responsible for those deplorable events, but he gave a warning that the appointment of a tribunal would effectively prevent criminal proceedings in future against any witnesses. Civil proceedings might also be affected.

His acceptance was welcomed in all parts of the House. Mrs Thatcher, the Opposition leader, urged that the inquiry should be conducted by a High Court judge. Mr Callaghan indicated that the inquiry will have to be decided, including the tribunal's terms of reference. The Government had taken into account the proposals contained in the report of the Royal Commission on Tribunals in 1966 under Lord Justice Salmon.

Having read that report carefully, he said, it was clear that it considered that in such cases a general immunity should be granted to witnesses. It would be difficult, he said, for anyone who had given evidence to secure a fair trial afterwards because of the facts that would have been known and the conclusions reached.

Mr Steel, the Liberal Party leader, said the public would probably think it more important to get to the bottom of the matter than to ensure that one or two individuals spent some time in jail.

Mr Callaghan said that the need to protect individuals was the main reason why the Government had proposed the form

of inquiry that the House had rejected.

The tribunal, he said, would be empowered to call any witness, including the Bank of England, Treasury or any other government department. It would also have to consider whether individuals concerned with particular companies should be called.

It would have statutory powers to compel witnesses to attend and give evidence and would ensure a judicial hearing for those subject to criticism.

It must also find a way to safeguard the legitimate rights of innocent people to have their reputations protected from publication, which might prove unfounded.

Salmon's recommendations: One of the recommendations of the Salmon commission in 1966 accepted by successive governments, was the amending of the 1921 Act to extend the immunity of an inquiry witness so that "neither his evidence nor statement to the Treasury Solicitor, nor documents he is required to produce shall be used against him in subsequent civil or criminal proceedings" except where he is charged with giving false evidence to the tribunal (a Staff Reporter writes). The Act, however, has not yet been amended.

From a practical point of view, it adds to the publicity surrounding a tribunal, which in any case, make a fair trial "virtually impossible".

The commission commented: "No doubt this entails a risk that a guilty man may escape prosecution. This would be unfortunate, but it is much more important that everything reasonably possible is done to enable a tribunal to establish and proclaim the truth, about a matter which is causing a nationwide crisis of confidence."

A tribunal of inquiry into the Post Office affairs was resisted by Mr Heath, then Post Minister, five years ago when it was virtually immune from prosecution later.

Lawyer's report, page 10

Cover-up by Biko inquisitors condemned

The dishonesty of the South African security police in telling doctors that Steve Biko was shamming illness when he had received a fatal blow or blows to the head abundantly demonstrated that they had something discreditable to hide," Sir David Napier, president of the Law Society, concludes in his independent report on the inquest.

If, within the first few hours of the injury, the doctors had been given the full facts, Mr Biko might still be alive, he says. There was no doubt in mind that the Black Consciousness leader died after injuries inflicted on him by one or more unidentified members of the security police.

Sir David attended the inquest in Pretoria as an independent observer at the invitation of the Association of Law Societies of South Africa. In his lengthy report, he finds a prima facie case of the police obstructing the course of justice to avoid a subsequent trial.

The police cover-up and their pernicious investigation into Mr Biko's death come in for special criticism.

Sir David expresses concern over the behaviour of the Deputy Attorney-General who clearly supported the police and doctors in spite of his legal obligation to present a totally objective case.

While in agreement with the magistrate's finding that no particular individual could be said to be criminally responsible for Mr Biko's death, Sir David says he was "demonstrably wrong" in adding a rider that the injuries were probably sustained in a "scuffle" at police headquarters.

No British jury would ever have accepted the evidence of the two chief police witnesses he comments. One, Lieutenant Wilkin, taken off guard by a remark made by Mr Kenbridge to the relatives, showed in his eyes "a degree of viciousness which I personally found to be frightening".

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Left-wing leaders, consistently outvoted, are divided on what to do now. The Yorkshire miners, led by Mr Arthur Scargill, is threatening to seek an injunction preventing the introduction of local incentive schemes.

But other militant areas do not want to go to law, preferring to wait until next year to mount a campaign for 90 per cent increases, in accordance with the policy decided at the union's conference.

The immediate prospect is one of industrial peace in the pits. That will come as a relief to ministers shaken by the October pithead poll, which narrowly rejected industry-wide implementation of self-financing incentive schemes designed to give rises of up to £25.50 a week in return for higher output.

The National Coal Board will begin negotiations with areas asking for coalfield productivity agreements: Northumberland, Durham, Cumberland, Lancashire, North Wales, the Midlands, Leicestershire, South Derbyshire and Nottinghamshire.

These areas produce roughly half of the country's annual output of about 100 million tons.

Sir Derek Ezra, chairman of the coal board, said last night: "The union's decisions mean that we now have a good chance to reverse the downward trend

in output and productivity. The next step is to negotiate at every point in the coalfields where we have been asked to implement the incentive scheme arrangements which extra payments will be based."

Votes in the NUM executive were 15 to 9 to permit areas to negotiate their own productivity schemes, and 14 to 10 to accept the 12-month rule. These figures coincide with the left-right division on the executive.

Mr Scargill said afterwards: "There are people who seem determined to maintain a Labour Government in power rather than look after the interests of the miners." He said the decision taken by the executive, which went against both the July policy-making conference, and the secret ballot, was totally unconstitutional, and added: "We are considering legal action." He declared that Yorkshire miners would insist on receiving as much as other miners in Britain. "There can be no compromise on that."

The Yorkshire area council will debate litigation on the issue, but communist coalfield leaders such as Mr Michael McGahey, the Scottish president, do not favour recourse to law.

Instead, it seems that they will look to a campaign to win 25.50 week for face-workers, 25.50 for others and around £52 for super-shifters early next year.

Mr McGahey said: "A battle lost is not the end of the war."

The miners' leaders voted to give £5,000 to the Fire Brigades Union hardship fund.

Photograph, page 4

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Mr Callaghan insisted yesterday that even if he had forgotten the figures nothing needed to be concealed except on the ground of commercial prudence.

An early day motion calling on the Government to make public the financial details of the Polish shipping deal and to state the total amount to be paid by the British taxpayer was tabled last night.

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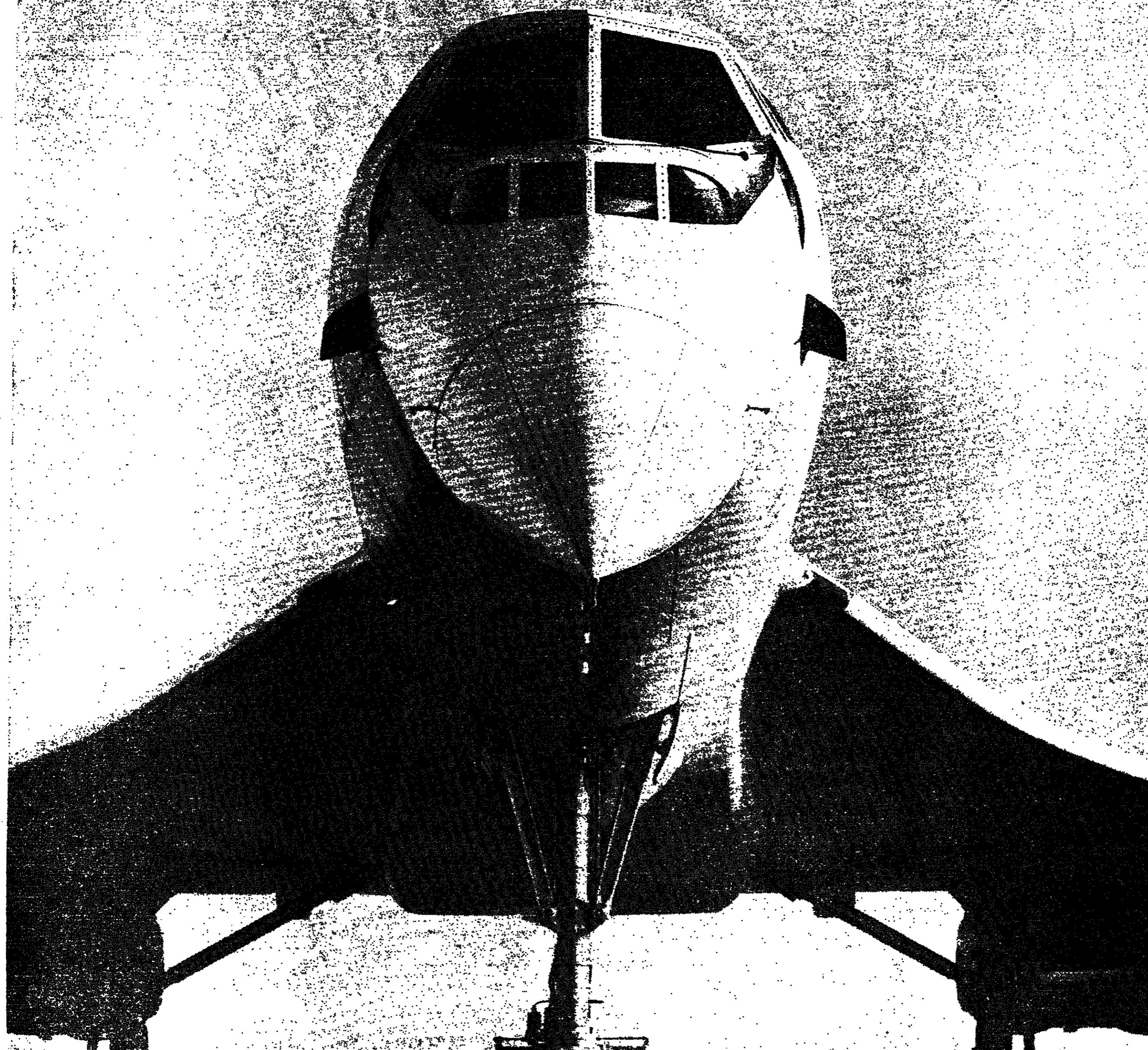
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HOME NEWS

Hint of new legislation if industrial training policy fails

By Mark Jackson, of *The Times*
Educational Supplement

Industry was warned yesterday that it must make the new government training policy a success or risk losing the responsibility for training its own workers.

Under the new system, announced earlier this week, each industry is left with the responsibility for training, to be exercised by individual employers and by its industrial training board or a similar body.

The warning was given by Mr John Monks, head of the TUC's organization department, which is concerned with industrial relations and training matters.

A conference of the British Association for Commercial and Industrial Education in London yesterday.

Mr Monks, who served on the task group which devised the new system, said training boards were being told to continue to do their job as before but more effectively, and were being assured of government help if it was impossible to reach their objectives unaided.

Mrs Williams seeks agreed aim for school testing

By Diana Gledhill
Education Correspondent

Warnings of the dangers involved in the development of large-scale testing of school standards were given by three speakers, including the Secretary of State for Education and Science, in London yesterday.

Mrs Williams told the annual conference of the National Foundation for Educational Research that their topic, assessment of educational performance, was a subtle and delicate area "where we could very easily go very badly wrong".

It was vital that teachers, administrators and other experts, should all be involved, and that assessment should be reached on what was to be done.

The Assessment of Performance Unit at the Department of Education and Science is to begin national testing of the performance in mathematics of about 12,000 11-year-olds in May, and of a similar sample of 15-year-olds in November. Tests in English language are planned for 1979, science in 1980, and then modern languages.

The tests are to be repeated at intervals so that school standards can be monitored effectively. Mrs Williams emphasized that the published results would in no case give details about individual local authorities, schools or pupils.

Pupils who were chosen for a sample would take only a part of any one test, she said. That would help to prevent undesirable side-effects such as occurred with the 11-plus when some teachers began teaching to the tests.

Mr Tom Marjoram, head of

Although the TUC would prefer a universal national system of broad-based training funded jointly by employers and the government, it accepted that the scheme was the most practical way to proceed at present. For the first time there would be clear standards against which to measure the performance of training bodies.

But he added: "Let me make it quite clear. If industrial training boards, individually or collectively, do not match up to these new responsibilities, the Manpower Services Commission will have to consider more far-reaching measures."

If the boards and other joint bodies could not make the arrangements work a new approach and probably new legislation would be needed.

In moving towards a universal broad-based training the TUC accepted that the duration and age limits of apprenticeships would need to be reviewed. It was a field in which there were difficulties which were a matter for individual unions and employers to resolve.

By Penny Symon

Money from the Queen's Silver Jubilee Appeal Fund must get to those young people who are not members of established youth organizations, and who are not used to form-filling and "all the other paraphernalia of the so-called Establishment", the Prince of Wales told youth leaders in London yesterday.

There is concern that the money raised is not getting to many young people who would benefit greatly from it, and is going instead to youth clubs, schools, ambulance cadets, Scouts, Girl Guides, and other organized groups who know how to go about raising money.

"I know this is an extremely difficult thing to achieve", the Prince said, "but I do happen to know it can be done. Therefore, I am relying on you to help me by concentrating on the more practical, imaginative schemes which are designed to reach the previously 'unreachable'."

The appeal has so far raised £12.5m; £6m has been received, and the rest is pledged in covenants over the next nine years. The appeal remains open until April 30. About £450,000 has been allocated to 450 youth projects. The rest goes into a capital fund, the income from which will be used by the Queen's Silver Jubilee Trust to support similar enterprises in future.

"The trust is now about to embark on what could be a most useful exercise", the Prince said. "I want to show everyone what the young can do, given half a chance. The motivation is there, and what we have got to do is to channel it in the most useful directions."

If a project involved young people in developing their sense of responsibility and their talents and led them to make a useful contribution by serving others in the community "it is certainly eligible for support".

But it would not be possible to fund all the projects submitted, particularly during the early days when income from the trust was building up.

Jubilee fund money 'must reach the unreachable'

By Penny Symon

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'Threat' of institutional psychiatry described at mental health meeting

By Annabel Ferriman

Institutional psychiatry is perhaps the greatest threat to the freedom of people in modern Western democracies, Professor Thomas Szasz, Professor of Psychiatry at the State University of New York, told a London mental health symposium yesterday.

"The right to liberty is denied to free people in free society more often on psychiatric grounds than on any other", he said. "In such societies, many more people were deprived of liberty because being incarcerated in mental hospitals than in prison. Voluntary psychiatric interventions were crimes against humanity."

Professor Szasz was speaking at a symposium sponsored by the Church of Scientology. Expounding views that have made him well known internationally through such books as *Myths of Mental Illness* and *Manufacture of Madness*, he said that if people wanted to harm themselves they should be allowed to do so. If they wanted to harm others they should be treated under criminal law.

"When shall we recognize that the institutions that legitimize and the individuals who dispense compulsory psychiatric measures perform the same functions of social control in both free and totalitarian societies?" he asked.

In the United States 50 to 60 per cent of mental health patients were involuntarily hospitalized.

His case was answered by Dr Anthony Clare, a psychiatrist at the Maudsley Hospital, London, and author of *Psychiatry in Dissent*. He thought the disease model could be usefully applied to psychiatric disturbances, particularly the severer forms.

"We do not know the cause of serious mental illnesses any more than nineteenth-century physicians knew the cause of tuberculosis or syphilis," he said.

Objectives of coercive psychiatry, he said, were to cure independently from his objections to the concept of mental illness, which he regarded as a metaphor or a myth. He felt in general, however, that people's concepts of mental illness affected their attitudes to psychiatric coercion.

"When shall we recognize that the institutions that legitimize and the individuals who

More trained health care urged for places of work

By Our Health Services Correspondent

Most health care services in work places rely on part-time first-aiders, according to a report published yesterday by the Health and Safety Commission.

A preliminary survey of 3,000 companies showed that 82 per cent employed neither a nurse nor a doctor.

The commission hopes to encourage discussion of occupational health services. It suggests that a specially qualified nurse might be given responsibility for organizing an

occupational health service.

Companies within an industry might share a service and big businesses might extend their service to smaller neighbours.

Dr Kenneth Duncan, executive director of the commission, said more emphasis was needed on prevention of ill health at work. Immediate treatment had a role but preventive medicine was too often lacking. Unless a radical look at occupational health was taken now, workers would in 25 years' time still lack the support and improvement they should have had.

Mr Silkin, Minister of Agriculture, Fisheries and Food, has said that he will bargain in Brussels at the 1978 farm price review for concessions needed in Britain. Mr Roberts said the association wanted radical change in the common agricultural policy, but only on a Community basis.

He was speaking at a meeting in London of the Bureau Européen des Unions de Consommateurs (Beuc), the European confederation of consumer groups, about EEC farm policy.

Consumers' group opposes food price protection

By Hugh Clayton

The Consumers' Association will oppose any attempt by Britain to shield itself with purely national measures from food price rises that will be required by EEC rules next year.

Mr William Roberts, head of the European unit of the association, said yesterday. It would oppose any protective measure, such as the present EEC-financed butter subsidy, that operates only in Britain.

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Mr Harrison with his only means of communication.

Mr Sydney Harrison, aged 54, who suffers from paralysis and has spent six years on a bedside respirator, has complained in a letter to a Manchester newspaper that he is kept alone in a hospital room without company. He adds: "If the authorities responsible for moving me here do not do something quickly I want to end it all".

Yesterday he spent £17,000 (estimate £15,000) on a longwood bureau bought in a Christie's auction in Berlin and dating from about 1730. The austere and markedly English style of the piece, with restrained scrolling mounts, is typical of northern German work of that date, especially that of Bonn's important Balthasar Wolff.

His second purchase was a north German, walnut and ebony armoire, a massive piece of the late seventeenth century, for £4,000 (estimate £1,200 to £1,500).

Other high prices included a Louis XV kingwood and parquetry commode by Gauthier, sold to Pridham for £18,000 (estimate £12,500 to £15,000); a French eighteenth-century bureau à cylindre with elaborate landscape marquetry (lily), at £7,800 (estimate £5,000 to £6,000); to Hart. The sale totalled £35,738, with 12 per cent unsold.

On Wednesday night Christie's held small furniture, including marquetry credenza, £22,550, with 38 per cent unsold. An unnamed institution was the main buyer, paying £40,000 (estimate £30,000 to £70,000) for Warhol's "Purple jumping man", £13,000 (estimate £10,000 to £17,000). Two pieces of "Uffington" of 1963 and £9,500 (estimate £8,000 to

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On Wednesday night Christie's held small furniture, including marquetry credenza, £22,550, with 38 per cent unsold. An unnamed institution was the main buyer, paying £40,000 (estimate £30,000 to £70,000) for Warhol's "Purple jumping man", £13,000 (estimate £10,000 to £17,000). Two pieces of "Uffington" of 1963 and £9,500 (estimate £8,000 to

£12,000) for Tom Wesselmann's "Great American Nude No 106". Sotheby's yesterday offered two long sessions devoted to Impressionist and modern paintings, drawings and sculpture, totalling £26,500, of which £6,000 was unsold.

The most unusual feature of the sale was a group of 46 Neo-Impressionist paintings and water-colours from the collection of the late Jean Sutter, of Paris.

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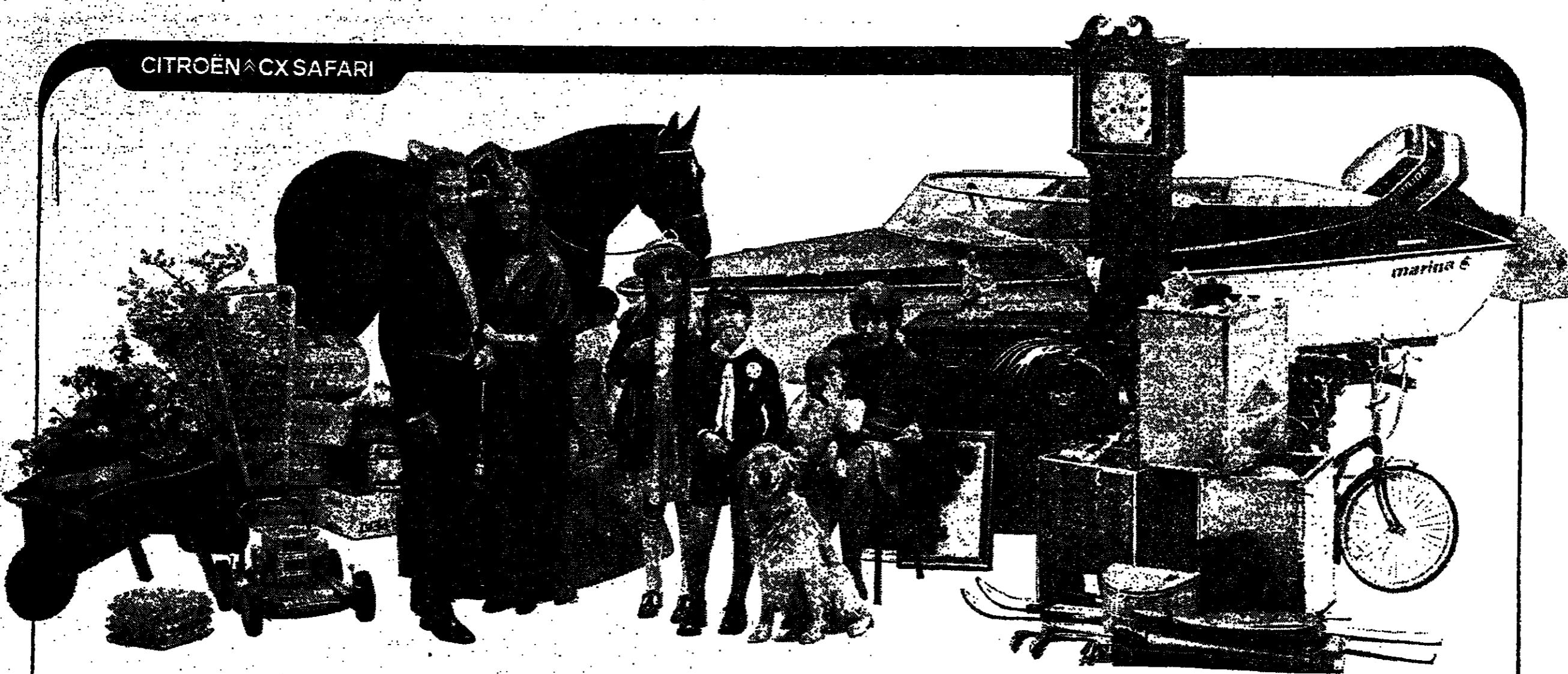
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CITROËN CX SAFARI



UNTIL NOW THE CAR YOU NEEDED WASN'T ALWAYS THE CAR YOU WANTED.

IT IS quite obvious that only a very big, very tough estate car would be able to handle the type of family shown above.

However, what is needed isn't necessarily what is wanted. Because the trouble with the typical big estate was that while its vast load capacity would draw forth gasps of amazement, the rest of the car drew forth comparisons with tanks.

But with the CX Safari, Citroen have changed all that. Because it is not merely a work horse. This estate is a pleasure to drive.

Yet even without its aesthetic appeal, the Citroen Safari would still have few equals. On opening the rear cargo door, you are confronted by 75.16 cu.ft. of luggage space, with the rear seat folded down. As might be expected, a cavity this large can swallow a vast amount of tea chests, furniture, fertilizer bags or whatever.

And thanks to the Safari's extended wheelbase, even long loads like grandfather clocks can be carried easily. The extended wheelbase also means that leg room in both front and rear is more than long enough for even the lankiest legs to stretch out in comfort.

THE COUNTRY ESTATE YOU NEED.

Yet even when the Safari is loaded up with nearly $\frac{3}{4}$ of a ton of impedimenta, it still handles like a thoroughbred. This is due in no small part to Citroen's unique self-levelling hydropneumatic suspension system. Hydropneumatic suspension spreads the weight of the load evenly throughout the car, so that it sits level on the road whether it's fully loaded or not. As a result, handling and steering remain impeccable at all times. The self-levelling suspension also makes for easier towing, as the tow bar remains at a constant height from the road. As a result, your horsebox, caravan, motor-boat or trailer won't swing wildly about. And neither, of course,

will the tow bar hit the ground on sharp hills and dips.

And for those rough country journeys to a favourite trout stream or grouse moor, the hydropneumatic system once again comes to your assistance. The suspension can literally be raised by the use of a lever beside the driver, thus increasing the Safari's ground clearance so that it can glide over those deeply rutted tracks and trails.

THE TOWN CAR YOU NEED.

Meanwhile, back in the concrete jungle, the Safari is equally at home. VariPower steering is standard, a point best appreciated when parking in confined spaces. The Safari is one estate car in which your parking expertise does not depend on the strength of your arms. VariPower steering also gets progressively firmer the faster you go, so long-distance motorway driving is effortless, and totally safe.

Now, what about the Driver.

Looking at most big estate cars you would think that driving is meant to be endured rather than enjoyed. Citroen have always given that philosophy short shrift. So the Safari has performance figures that push other estates well into the carthorse category. A top speed of 109 mph for instance. And all-round ventilated disc brakes for instantly responsive deceleration.

Features such as the advanced disc brakes allied with the Safari's total safety engineering all help to make the Safari one of the safest cars ever built.

THE LUXURY CAR YOU HAVE ALWAYS WANTED.

The Safari's economy too, will keep the driver smiling. A highly respectable 29.4 mpg at a constant 56 mph for the petrol version, a skin-flint 44.1 mpg with the civilised diesel.

And all the while both driver and passengers will be enjoying the kind of ride and comfort that many cars thousands of pounds more expensive cannot quite equal. For example, luxurious jersey cloth upholstery is standard. Or, at no extra cost, you can order Boxline upholstery (ideal for sweet-loving children and mud-loving dogs!).

And again, at no extra cost, you will find electric front windows, fully adjustable reclining front seats, cigar lighter. And so on, and so on.

With such luxury clothed in a body of such grace, the Safari would not look out of place pulling up outside The Royal Opera House for a first night of "Aida".

Always provided, of course, that you have remembered to unhitch the caravan and remove the two dozen bags of fertilizer beforehand.



CITROËN CX SAFARI

HOME NEWS

Multiracial school in drab area is pace-setter

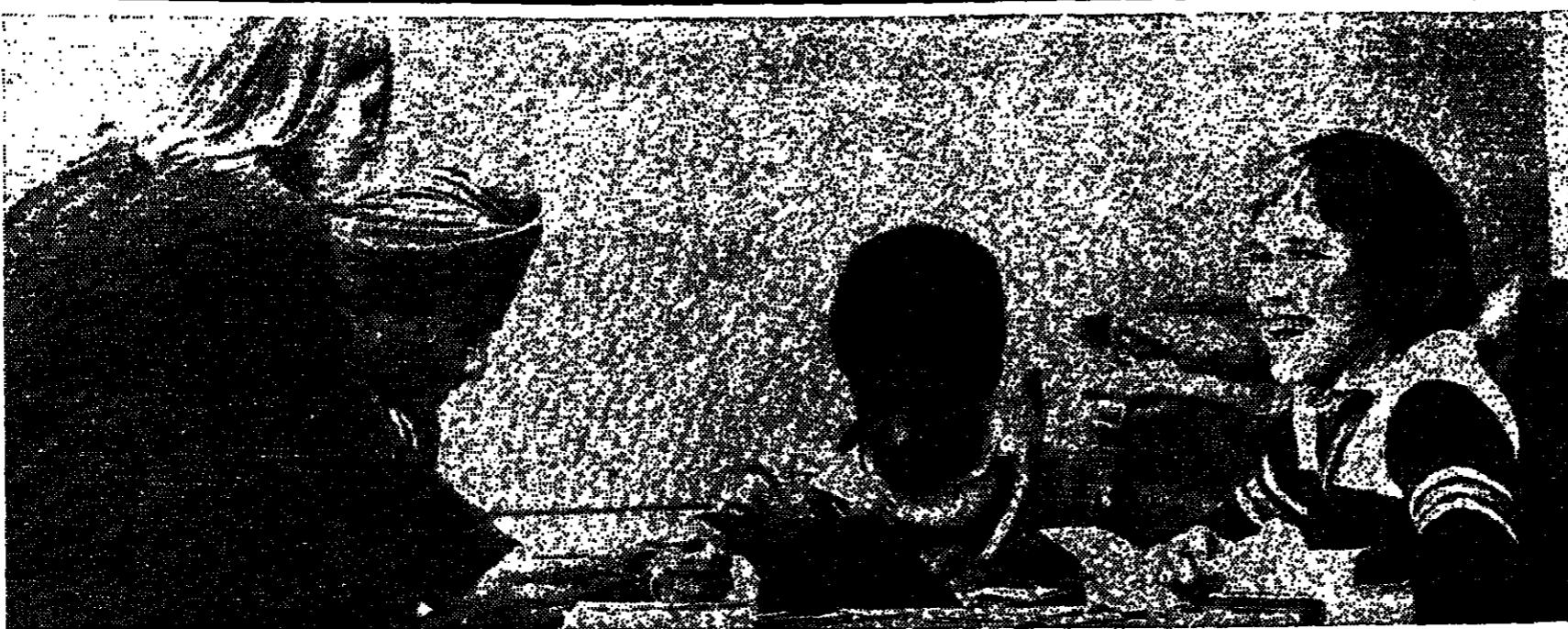
By Arthur Osman

Coventry is afflicted by serious unemployment and attendant factors but in one field it is setting a forcible pace that has aroused the admiration and curiosity of local authorities elsewhere.

The Sidney Stringer School and Community College in the inner-city area of Hillfields has been open for five years. It is by far the brightest place in a uniformly drab industrial, worn-out working class district around it. Its achievements in academic and cultural matters has led to it becoming a pace-setter in a so far restricted field in urban Britain. Only Manchester and Leicester have similar establishments and they were given the opportunity last month of seeing how the place works so well and achieves so much.

The number of its CSE "O" and "A" level passes and university places would be the envy of any school in far more affluent areas. They have been achieved against a background that includes up to 40 per cent single-parent homes or others with a variety of emotional and domestic difficulties.

The school has 1,400 pupils aged from 14 to 19. There are 800 Asians, 150 West Indians,



A multiracial scene in a classroom at the Sidney Stringer School and Community College, Coventry.

and a sprinkling of Chinese. The remainder are white. Only about a hundred are indigenous white Coventry children who in the first and second years are far outnumbered by indigenous blacks.

The school has 134 staff and is open seven days a week from 8.30 am to 10 pm. Its services to the community include a creche with nursery nurses for the children brought by about 30 parents who attend at daytime classes of their own or sit in with their children.

Child care is the most popular daytime class for adults followed by English "as a foreign language", German, cookery, typing and upholstery.

The school has two large gymnasiums, three squash courts, a theatre with more than 200 seats and two cinemas.

The school's academic progress in the past five years has seen children who were 11-plus failures first gaining 505 CSE passes leading to 1,182 this year including 232 grade one passes. The school sits above the national average this year with an A-level pass rate of 76

per cent. Seventeen of its 19 applicants obtained university places to read medicine, law, engineering and English. A landmark was the sending of its first girl student to study for a nursing degree and the first girl to obtain an engineering apprenticeship.

Mr Carlton Duncan, aged 37, the deputy headmaster, is particularly pleased with the 100 per cent law passes. He introduced the subject to the curriculum when he arrived from Brent two years ago.

The continued advance of the school and its role as a focus for the community has been made possible by the extraordinary devotion of an integrated staff many of whom are willing to work up to 14 hours a day. They include 10 Asians. Their voluntary involvement extends beyond school to belonging to the 10 neighbourhood group associations and acting as advisers and counsellors to parents in the home.

One of the main difficulties which they are beginning to

surmount is that of Asian parents who expect the school to support their traditional view that a girl's aspirations should go no farther than an early marriage. Other matters that have required problem exploration to observe a measure of understanding and the lack of school uniform, streaming and corporal punishment.

Mr Bruce Peace, chairman of the governors and a Coventry councillor, believes that the school is an example to the whole country. He expects more success in the future.

A local Labour party considers the National Front Lewisham leader in favour of caution at next election

By Craig Seton

The Labour Party's controversial television broadcast on Wednesday attacking the National Front has brought to the fore what has been a dilemma, nationally and locally, over the way the party should respond to the Front's increasing threat to its vote in inner-city areas with large coloured communities.

While some local parties may feel that the broadcast of a forthright condemnation of the Front has signalled the end of a period of confusion in which it was often argued as to whether to acknowledge the Front's growing support, at least one important local party is still casting around for the right response.

It is in Lewisham where, on August 13, a National Front march was surrounded by serious street fighting when counter-demonstrators attempted to stop it. The controlling Labour group on the borough council, having had four months to assess the repercussions of that day, and facing an election next May, is already coming to the uncomfortable conclusion that the Front lost little and gained significantly from the clash and its aftermath.

anything which gives offence to the non-signed. In our local circumstances in electoral terms we might do more harm than good in giving the Front publicity."

The violence of August 13 had strengthened the prejudices of those Lewisham people who had some sympathy with the Front, and while the controlling Labour group had attempted to have the march stopped, there were signs that some local people associated the party with the violence. It had led to increased support for the Front and a more active membership.

Opinions had polarised, and racial tensions, it appeared, had increased. Mr Robert Edmunds, the National Front's Lewisham organizer, claimed yesterday that since the march local membership had increased significantly, but said he was forbidden by headquarters to give figures.

Mr Roger Norman, editor of the *South East London Mercury*, said August 13 was still fresh in the memory of Lewisham people. "It really shocked them", he said. Some attempts had been made to repair the damage to race relations by holding multicultural events.

Leading article, page 17

Liberals campaign to cut taxes

From Our Correspondent

Glasgow

The Liberal Party's tax reforms are the subject of a Scottish Liberal Party campaign, which opened in Glasgow yesterday under the slogan "tax tax". Mr John Pardoe, the party's economic affairs spokesman, said they are an important ingredient of the pact with Labour.

"The Liberal Party would be right in making them a pact-breaking matter", he said, making clear that Mr Healey, Chancellor of the Exchequer, must include the tax reforms in his next Budget. What his party was calling for, he said, was a total recasting of the British taxation system.

Mr Pardoe is demanding that Mr Healey should reduce the standard and upper rates of in-

come tax and, in particular, cut the standard rate of tax by 5p in the pound from 34p to 25p. He admitted that the Chancellor had made some concessions to him in 1979, he said. "The reduction in the standard rate to 25p will cost £4,200m at 1977 levels of income. The reduction and restructuring of the bigger rates will cost £380m. A reduction in the investment income surcharge from 15 per cent to 10 per cent will cost £100m, a total of about £4,700m. Some people are amazed at our daring. The Chancellor is also surprised and embarrassed."

The money to meet such reductions would come from increased taxes on expenditure. The Liberal tax reform plan will be published next month to enable industry to have discussions with the Board of Inland Revenue.

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Hospital-home 'deals' on elderly people condemned

Old people's homes and hospitals sometimes operated reciprocal arrangements that were inappropriate and identified, for Rev Frank Gibson, director of the social services department of the Church of Scotland, said in Edinburgh yesterday.

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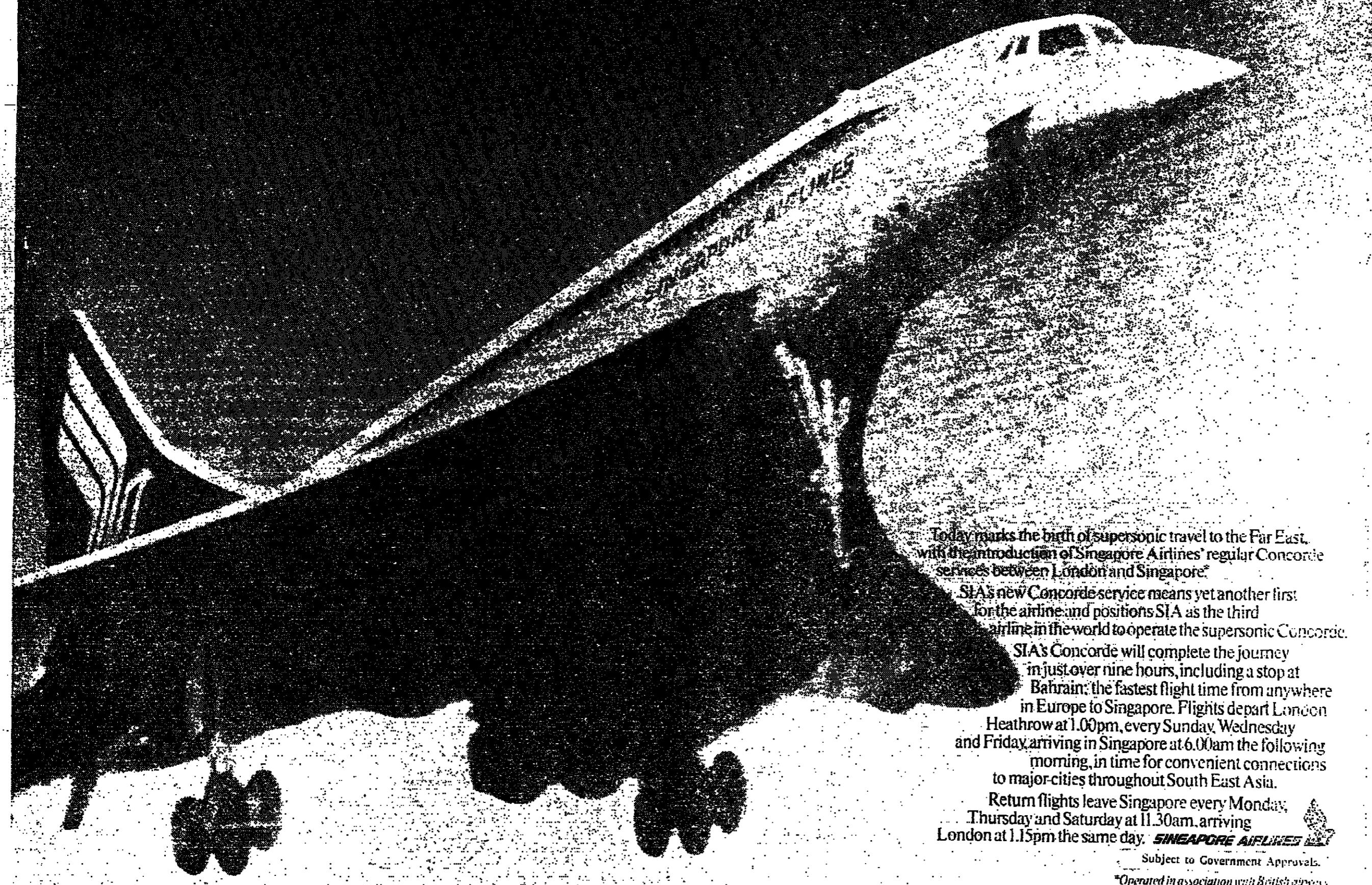
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حفل اعن الابل

STARTING TODAY: THE FIRST EVER CONCORDE SERVICE TO THE FAR EAST.



Today marks the birth of supersonic travel to the Far East, with the introduction of Singapore Airlines' regular Concorde services between London and Singapore.*

SIA's new Concorde service means yet another first for the airline and positions SIA as the third airline in the world to operate the supersonic Concorde.

SIA's Concorde will complete the journey in just over nine hours, including a stop at Bahrain; the fastest flight time from anywhere in Europe to Singapore. Flights depart London Heathrow at 1.00pm, every Sunday, Wednesday and Friday, arriving in Singapore at 6.00am the following morning, in time for convenient connections to major cities throughout South East Asia.

Return flights leave Singapore every Monday, Thursday and Saturday at 11.30am, arriving London at 1.15pm the same day. **SINGAPORE AIRLINES**

Subject to Government Approvals.

*Operated in association with British Airways

WEST EUROPE

Communists increase pressure for place in Italian Government

From Peter Nichols

Rome, Dec 8

The Communists have served notice on the ruling Christian Democrats that they will demand a place in the Government unless an administration more to their liking is constructed over the holiday period.

This is the reading given at the Communist headquarters today to the somewhat opaque statement issued last night by the party's executive. The statement contrasted the gravity of the country's crisis with the inadequacies of the minority Government and advanced "the prospect of a government of unity and national solidarity" which would include Communists and Socialists as well as Christian Democrats.

The Socialists and the small Republican Party have already appealed for an emergency government to include the Communists. Now, after this latest Communist decision, the political weather is there to insist on change. Moreover, the threat still exists of a general strike.

Much will depend on the outcome of a meeting between unions and the Government. The meeting has been set for tomorrow but will probably be postponed until Monday to allow the Administration to sort out its internal differences on economic policy.

The main difference inside the Government concerns the size of the deficit in public spending. Senator Gaetano Stammati, the Minister for the Treasury, is fighting hard with some of his colleagues to reduce the deficit, but even he has no hope of keeping it within the limits agreed with the International Monetary Fund.

France faces threat of widespread power cuts

From Our Own Correspondent

Paris, Dec 8

A national "day of action" with widespread electricity cuts is being called for by the communists. CGT unions, which represents more than half the workers in the French power industry, is asking other unions to join in the protest to coincide with the wage negotiations that are to be held on Friday of next week.

Workers who have been stopping work and causing a series of power cuts all over the

A sense of deep economic crisis prevails and the need for firm action is generally accepted. But there is still strong resistance among more conservative Christian Democrats to any change which would mean closer relations with the Communists.

The present arrangement is that the Communists helped to draft the minority Christian Democrat Government's programme and have agreed to abstain on votes of confidence.

The two leading parties are in effect working closely together in Parliament.

Last night the Senate approved a Rent Bill which gives the Commissariat of State the power to negotiate with the Communists. It was noteworthy that Signor Amintore Fanfani, the Senate's presiding officer, had kind words to say about the results of this co-operation.

His friends were said—probably unfairly—to have pledged to force the resignation of Signor Rosario Nicoletti, the Christian Democrat regional secretary in Sicily.

Signor Nicoletti had been negotiating an agreement under which the Communists would have entered the governing majority in the island's parliament rather than merely cooperating with the Christian Democrats on specific issues.

Conservative Christian Democrats have for the moment put an end to the idea.

The solution of bringing the Communists into the government majority but not into the Government, has frequently been suggested as the next step at the national level. That explains the determination of some Christian Democrats to stifle such a precedent in Sicily.

Dr Owen calls for progress on troop cuts

From Henry Stanshope

Defence Correspondent

Brussels, Dec 8

Dr Owen, the Foreign Secretary, called for a strong initiative by the West to inject new life into the troop reduction talks with the Warsaw Pact when he addressed the Nato Council meeting here today.

Consultations about a new set of proposals have in fact reached an advanced stage among the Western powers involved in the Vienna negotiations on arms control and disarmament.

The talks, which began four years ago with the objective of lowering troop levels in central Europe, have been bogged down for most of that time.

The basic difficulty is that the Nato powers want the Soviet Union to make the bigger cuts so that both sides could end up with a common ceiling. The Russians insist upon equal percentage reductions which would leave the Warsaw Pact with a significant advantage.

Dr Owen warned the allies that the negotiations would lose all credibility unless soon progress was made. Soon an MBFR agreement following a successful Soviet-American summit on strategic arms limitation, would be a prime to aim for in 1978.

Dr Owen acknowledged that the dialogue with the East at the Belgrade follow-up to the



Dr Owen and Mr Vance exchanging views before the start of the Nato Council meeting.

conference on security and cooperation in Europe, had been disappointing.

It was important that this should be reflected in the final statement, so that the achievements would not be misrepresented. At least the West had been given the opportunity to comment upon the performance of the Soviet Union in implementing the provisions of the agreement reached at Helsinki two years ago.

The final statement should show that the West had been objective in its attitude, without awarding medals or pulling any punches.

On the specific question of the strategic arms limitation talks the Foreign Secretary said

that a Salt-2 agreement would receive the full support of Britain. Critics who seized upon the minutiæ of the negotiations should not be encouraged.

He referred to fears that an agreement would allow the Soviet Union to work towards first strike capability, helped by the superior megatonnage of strategic weapons.

Exact equivalence in strategic weapons was impossible, and he was satisfied that an important element of the American nuclear arsenal would survive such a strike. He had no significant criticism of the way in which Britain had been kept in touch with the negotiations by the Americans.

Brussels, Dec 8.—Some of America's principal European allies want a real say in framing United States policy if each Salt negotiating session after it has taken place.

The Americans are under pressure from the Russians to include so-called forward-based systems in Europe in a Salt package and the sources said it is clear this issue will have to be discussed by United States and Soviet negotiators.

American officials said Mr Vance promised the council that the United States would continue to resist Soviet pressure to bring its European-based aircraft with nuclear capability under a strategic arms limitation accord.—Reuter.

M Giscard opens Metro link from driver's seat

From Charles Hargrove

Paris, Dec 8

President Giscard d'Estaing made his second official journey on the Paris underground this morning, not as a mere passenger as he did on a much publicized trip a few years ago, but at the controls in the driver's cab.

He was inaugurating the new regional express Metro link through the heart of the capital, which will revolutionize Paris' transport by connecting up the outer suburbs in the west and the south-east. He insisted on driving 1,000 guests himself from the Opera to Noisy-le-Grand. He had studied a diagram of the instrument panel at the Elysée Palace yesterday.

None of his guests found fault with his driving during the 20 minute journey apart from a rather sharp touch on the brakes at one stage.

Among the political leaders in the first coach was M. Jacques Chirac, the Mayor of Paris, whom M. Giscard d'Estaing invited for a five-minute chat on the return journey between Vincennes and Les Halles. This was another indication of the thaw in their relations brought about by their 45-minute meeting last night, the first in nine months.

In his inaugural speech, the President said the Paris region was the best public transport of all the great cities of the world.

Todays ceremony marked the accomplishment of an ambitious project which has taken 16 years to complete at a cost of more than 5,000m francs (£570m). The cost and the enormous technical difficulties involved in burrowing through the cluttered subsoil of the capital caused the Government seven years ago to hesitate before going ahead with the final stretch between the Opera, Les Halles and the Luxembourg which was the key to the whole project.

This does away with the bottleneck of three regional service terminals, and connects the two new express lines opened in 1969 to Boissy St Leger and in 1971 to St Germain en Laye with the old line of Seine in the south-west.

Paris now boasts a regional network totalling 57 miles, capable of carrying twice as many passengers as before at more than twice the speed, in conditions of far greater comfort.

It will cut travelling time by a quarter to a half for several hundred thousand people who live in the suburbs and travel to Paris each day to work and who have been particularly badly served for transport since the end of the war, with the rapid expansion of the capital into the surrounding country.

It will also relieve the pressure on the Metro network and it is hoped end many of the morning and evening traffic bottlenecks.

For two days travel will be free on all the regional express lines, and exhibitions, concerts and theatrical performances will be staged in almost all its 57 stations.

Butter subsidy for Britain to be phased out

From Michael Hornsby

Brussels, Dec 8

Britain's hard-won consumer subsidy on butter, financed by the EEC, which reduces the shop price by 8½ p lb, would be phased out under proposals adopted in Brussels today by the European Commission.

M. Pflanzer would not say whether Quebec would be asked to phase out its own butter subsidy if English-speaking Canada refused an economic association with it, but said he believed "business sense" would dictate an association of some kind.

Moreover, the results of public opinion polls showed that a large minority now existed in both French and English Canada which accepted economic union in the event of secession.

Although the proposed overall increase in EEC farm prices expressed in units of account is no more than 1.8 per cent, the real increase would vary greatly from country to country. This is because of adjustments to the special "green rates" at which the common prices are converted into national currencies.

British farmers would see the highest real increases. In West Germany the increases would average 0.7 per cent and in Italy 3.8 per cent.

One of the most controversial proposals concerns dairy producers who would receive a rise of 2 per cent. Mr Gundelach, the Commissioner for agriculture, The guaranteed price paid to British farmers would rise on average by just over 5 per cent, according to informed sources.

These were the status of

Spanish general put under house arrest for writings

From Our Correspondent

Madrid, Dec 8

Military authorities have placed Brigadier-General Luis Cane Porta, the former chief of army publications, under house arrest for two months and one day for the "serious faults" of publishing an article attacking the proposed reform of army regulations in the right-wing Madrid evening newspaper El Alcazar without the approval of his superiors.

The article, entitled "Bring the regulations up to date! What for?" was published on November 10. The general signed with a pseudonym, "Spares".

The article called a proposal to revise army regulations "madness", implying that it was part of a scheme for the "disintegration of the fatherland". The house arrest went into effect last Tuesday, according to informed sources.

In another action, the recently dismissed commander of the civil guard in the eastern province of Lerida, Lieutenant-Colonel Jose Carmona de Andes, also a right-wing officer, has been placed under arrest in a castle near Gerona, according

to the Madrid evening newspaper Informaciones.

Three terrorists believed to be members of the Basque separatist organization ETA, extorted 10m pesetas (£66,000) from a Madrid industrialist by holding him hostage in his own house for 15 hours, it was learnt today.

The threatened to kill the industrialist. They forced him to sign a cheque and write to the end of his bank saying that the person collecting the money was a friend and a leading member of the right-wing Popular Alliance.

Madrid, Dec 8.—About 40,000 Basque nationalists demonstrated in Pamplona today demanding the integration of the province of Navarra into an autonomous Basque region.

A radio station in Bilbao today quoted a communiqué from the Basque separatist organization ETA announcing that it would smash any obstacle to home rule.

In Madrid, the authorities today asked Senator Rodolfo Martin, with the Minister of the Interior, to declare the city a disaster area, after three days of rioting and looting.

UN Geneva staff split over continuing strike

From Our Correspondent

Geneva, Dec 8

Striking United Nations secretarial and technical staff at the Palais des Nations were told by Dr Kurt Waldheim, the Secretary-General, today that a proposal of a proposed 17 per cent cut in their pay was being considered by the General Assembly and was thus out of his hands.

A cable had been sent by the staff union at the Palais to Dr Waldheim which advocated extending yesterday's one-day strike unless the United Nations administration agreed to reconsider the pay cut, for which permanent staff are to be compensated by "personal transitional allowances".

The larger, and officially recognized union, the staff council, opposed extension of the strike, pointing out that the "protest and warning" strike had been called for 24 hours only. The two bodies previously in agreement about coordinating their efforts to protect the interests of the staff, are now openly at loggerheads.

A telex message called by the staff union this morning to consider a continuation of the strike ended by deciding that it was over, for the time being.

BLIND AND ALL ALONE

Can you imagine what it is like to be alone in the world with no relatives or friends and to be blind as well?

This Society has prepared leaflets, contact lists for people and information to help many such lonely people. Please send a stamp to the Secretary to meet their special needs, grants, loans of equipment, advice and information and arrangements of radio sets are some of the additional ways by which help is given.

Your help is urgently needed. Please name this Society in your Will.

MSD METROPOLITAN SOCIETY FOR THE BLIND

252 WATERLOO RD., LONDON SE1 8RG
(Telephone 01-730 2445)
and the Children Act 1948

Mr van Agt is asked to form a Cabinet

From Our Correspondent

Amsterdam, Dec 8

Queen Juliana has asked Mr Andries van Agt, the parliamentary leader of the Christian Democrats, to form a Government. It is to be a right of centre coalition with the conservative Liberals.

The Liberal-Christian Democratic coalition can be certain of only 70 votes in the 150-seat Parliament, seven left-wing members of the Christian Democratic parliamentary group having refused to approve the pact with the Liberals. There was therefore some confusion as to whether, from a constitutional point of view, the proposed Government could be considered to have a parliamentary majority.

IF YOU SMELL GAS-RING US

If you smell gas, remember the simple safety rules:-

- * Don't smoke or use naked flames.
- * Don't operate electrical switches-on or off.
- * Open doors and windows.
- * Then check that you haven't left the gas on and unlit-or that a pilot light has not gone out.

If you suspect a gas leak, turn off the supply at the meter-and report the leak. Do this at once.

The number's in the telephone directory under Gas-and we're on call 24 hours a day.

We'll come quickly and deal with the problem. And if you smell gas at work or in the street, please report it at once. Don't leave it to someone else.

Some people in remote parts of the country don't have access to a regular bus service.

The National Bus Company knows

The Community Bus scheme only works with the co-operation of three groups.

We, the National Bus Company, give

The County Council gives the finance and the policy guidance.

And the community runs the service

which, in turn, complements local bus services so that the local bus network is

Fleasantly fitted

OVERSEAS

Palestinian notables to defy PLO threats by visiting Cairo to congratulate President Sadat

From Edward Mortimer
Gaza, Dec 8

A delegation of 96 Palestinians is to leave here tomorrow for Cairo to congratulate President Sadat on his peace initiative.

It is headed by Sheikh Hisham al-Khusinid, a local imam (Muslim religious leader) on whom the Israelis have bestowed the title of Imam of Gaza, and also includes a Bedou chief, Mr Freib al-Musadar, and the Mayor of Deir el-Bala, a village at the southern end of the Gaza Strip. The Mayor, Mr Azaiz, was one of the nine Palestinian notables who met Mr Sadat in the King David Hotel during his visit to Jerusalem last month.

All three men are regarded by local nationalists as pro-Israel stooges, and in going to Cairo they may be running some personal risk. The Palestine Liberation Organization (PLO) has sent word to Gaza that only Palestinian notables who are in favour of the peace plan in either Amman or Cairo in present circumstances is likely to kill them.

It is apparently for this reason that Mr Rashid Shawa, the Mayor of Gaza, has renounced for the time being his plan to go to Beirut and try to persuade the PLO leaders to change their minds and accept Mr Sadat's invitation to the Cairo conference. Mr Shawa has in the past been regarded as a strong supporter of King Husain, and would have passed through Amman on his way to Beirut.

The people of Gaza appear to be generally favourable to Mr Sadat's initiative, hoping that it will result in Israeli withdrawal from their town.

But many of the refugees from other parts of Palestine feel it is the prelude to a sell-out.

Both groups are well disposed towards Egypt, looking back with favour on the Egyptian administration before 1967 even though the standard of living of many has risen since then and for some at least there is greater freedom of movement. Both wages and

prices have risen drastically as a result of the strip's absorption into the Israeli economy and more especially the Israeli labour market.

Oud... Cairo... Correspondent writes: King Husain met President Sadat today in an attempt to reconcile Arab disputes over Mr Sadat's peace initiatives, including his visit to Jerusalem last month. Yesterday, the king had talks in Damascus with President Assad of Syria.

King Husain's mediation is proving difficult as he apparently failed to convince President Assad to change his attitude towards the Egyptian peace initiatives. In fact, a Syrian official said in Damascus last night that Mr Sadat had referred to the Syrian's "surrender" visit to the Zionists.

Now King Husain finding much of spirit of compromise in Cairo, for less than one hour before his arrival, President Sadat told 200,000 enthusiastic supporters at a mass rally here that his Arab critics were "dwarfs, imposters and outbidders".

Riyadh: President Assad arrived here today for a one-day visit to discuss the reparation of an Syria initiative with King Khalid. The King embraced him at the airport.

In an interview published in the Berlin weekly *Al-Hawadeth* and the new route over Indonesia, the British Airways/Singapore Airlines Concorde will reach Singapore today in nine and a half hours, compared with the fastest subsonic time of 15 hours.

Foreign Report, page 14

Concorde beats Malaysian ban

By Arthur Reed
Air Correspondent

Although Malaysia is still refusing to give it air traffic control rights, the British Airways/Singapore Airlines joint Concorde service from London to Singapore will start today as planned by flying over Indonesia.

British Airways said in London yesterday that it will re-enter the supersonic airliner to skirt the Malaysian control zone. It will fly over Indonesia at 46,000ft paying no penalty in either time or payload, the airline claimed.

Indonesia said yesterday that it had no objection in principle to the Concorde flying through its airspace. British Airways said in Singapore that the offer was made by the Indonesian Government through the offices of the Singapore Department of Civil Aviation.

The Malaysian Ministry of Communications reaffirmed yesterday that its ban on Concorde overflying remained, but gave no reason. Reports that it was worried about the effect of the aircraft on the Malaysian environment were being discounted.

Sir Zelman Cowen was sworn in as Governor-General of Australia today as the campaign for Saturday's general election closed. He succeeds Sir John Kerr.

Sir Zelman, aged 58, former Vice-Chancellor of Queensland University, took the oath in a ceremony in the Senate Chamber.

The results of yet another opinion poll today predicted a decisive if not comfortable win for the Government coalition.

Travelling by way of Bahrain and the new route over Indonesia, the British Airways/Singapore Airlines Concorde will reach Singapore today in nine and a half hours, compared with the fastest subsonic time of 15 hours.



Sir Zelman Cowen : Succeeds Sir John Kerr.

Greeks ask for pillar in British Museum

From Mario Modiano
Athens, Dec 8

the effects of air pollution and exposure to rain.

The Colloquium is considering a detailed report prepared by the Acropolis task force outlining the threats to this monument: the cracks caused to the marble by the oxidation of iron clamps used in earlier restorations, the atmospheric pollution that combines with humidity and rain to turn the marble surface into gypsum and the biological deterioration of the marble caused by lichens.

The 22ft marble column had supported the north end of the east portico of the Erechtheion, now threatened with rapid decay. This column and one of the six caryatids of the south porch were part of the Elgin collection. Greek experts believe that the complete reconstruction of the Erechtheion is now vital and urgent if this monument is to survive.

Dr George Dunas, director of the Acropolis told the Athens Colloquium that the column should be put back in its place in order to reinforce the stability of the building. It would, he said, be an "aesthetic joy" for those who had seen it in the British Museum to see it *in situ*.

The new legislation, which also requires companies to maintain full and accurate records of foreign transactions and assets, was approved overwhelmingly by the Senate earlier this week. It follows discussions during recent years that corporate bribery overseas is "a significant problem in need of clear legislative attention".

Recent investigations by the Securities and Exchange Commission revealed that more than 300 American companies paid hundreds of millions of dollars in alleged bribes to foreign officials and political parties in Japan, Italy, the Netherlands and other nations.

"The image of American democracy abroad was tarnished," Senator Proxmire said.

\$1m bribery fines approved by Congress

From David Cross
Washington, Dec 8

American companies will be liable to fines of up to \$1m (£500,000) for bribing foreign government officials to obtain overseas business under new legislation just approved by the United States Congress.

The Unlawful Corporate Payments Bill was approved unanimously by the House of Representatives yesterday and has been sent to the White House for final endorsement by President Carter. In addition to heavy fines for corporations, individual employees risk fines of up to \$10,000 or five years imprisonment or both.

The task force, composed of Greek experts, recommended the dismantling of part of the Erechtheion to replace the iron clamps and supports by a rust-free alloy such as titanium before reassembling it again.

They had two courses to offer for the protection of the caryatids: either to remove them to a museum or to encase them in a transparent structure conditioned with nitrogen.

Their report pointed out that both solutions were, in accordance with the Charter of Venice, reversible, so that the caryatids could be restored to their original condition when exposure was no longer dangerous.

Dr Donats, who first sounded the alarm on rapid decay, told the meeting: "Some people seem to feel we should let the monument die a natural dignified death. This is tantamount to encouraging suicide."

The Colloquium, which was inaugurated today by Mr George Plyras, the Minister of Culture and Sciences, is to last three days. Its conclusions will help the Greek Archaeological Council in making recommendations to the Government.

Mr Nkomo pulls out of London talks

By Our Diplomatic Correspondent

Mr Joshua Nkomo, joint leader with Mr Robert Mugabe of the Patriotic Front nationalist alliance, has turned down the invitation, which he had accepted earlier, from Dr Owen, the Foreign Secretary, to come to London for talks on Rhodesia next week.

The announcement came in a statement after talks in Maputo yesterday between Mr Nkomo and Mr Mugabe, who rejected Dr Owen's offer on Wednesday.

The Patriotic Front leaders refused further discussions until Dr Owen "recommits" himself to the removal of Mr Smith, the Rhodesian Prime Minister, and the dismantling of the Rhodesian Army.

Michael Dr Owen and Mr Cyrus Vance, the United States Secretary of State, discussed Rhodesia in Brussels yesterday.

Dr Owen said afterwards that they were "running into a few problems". Although the Anglo-American settlement initiative had varied in pace, he said, if it was measured from month to month, steady progress was being made.

If a settlement was to be internationally accepted, it would still have to be within the parameters of the Anglo-American plan. The right way to resolve differences between

the various Rhodesian national groups was by election.

Our Salisbury Correspondent writes: The second round of the internal settlement talks between Mr Smith and three Rhodesian-based African nationalist groups begin here tomorrow.

Bishop Abel Muzorewa, leader of the United African National Council and the Rev Ndabaningi Sithole, leader of an ANC faction, were absent from last Friday's meeting, which was mainly procedural and lasted 80 minutes.

This time the negotiators are expected to get down to detail.

Mr Smith has conceded the principle of universal adult suffrage provided he can in turn obtain special safeguards for the whites. The nationalists are said to accept his position and are willing to start bargaining, provided Mr Smith does not try to wriggle out of the one-man-one-vote principle.

Bishop Muzorewa said today he was going to the talks only because he believed Mr Smith would abide by this basic commitment.

The bishop introduced a new factor today by calling for Mr Nkomo and Mr Mugabe to be included in the talks although he said that if they refused the UANC would go ahead regardless.

Mr Nkomo pulled out of London talks

From Our Correspondent Nairobi, Dec 8

The fourth terrorist bomb in two weeks exploded today near Johannesburg. Nobody was hurt in the blast in a railway station car park at Benoni, 15 miles west of the city.

The South African authorities, normally extremely quick on the draw, have not definitely linked the series of bomb blasts to the African Nationalist Movement, which is puzzling observers.

Today's bomb badly damaged two cars and blew our windows of buildings 400 yards away. The head of railway police, Major-General J Van Vuuren, said only that his men were investigating the blast but declined further comment.

Mr John Humphreys, head of the research department, while emphasizing the organization's limited manpower and resources, admitted that there probably was an imbalance but this was due largely to the relative inaccessibility of certain countries.

The political situation in Africa is reflected in the report which finds that the torture of political detainees is now reported consistently from Rhodesia, South Africa and South African-administered Namibia.

Amnesty, which campaigns both for prisoners of conscience and the abolition of the death penalty, reported that the number of political prisoners in Rhodesia had increased from 700 to 1,000 during the year while in South Africa the biggest increase in the number of political prisoners for 10 years had been recorded, with more than 400 held on Robben Island alone by the end of May.

Concern was also expressed at the situation in Uganda and at the continued use of the death penalty throughout Africa, with about 60 secret executions for threats to state security in Rhodesia, 19 others in Sudan, 16 in the People's Democratic Republic of Congo, 15 in Uganda and 12 in Tanzania.

The Amnesty report, at 352 pages, is the longest and weightiest; the organization has ever produced and the organization's reliability is now such, according to Mr David Simpson, director of its British section, that the annual report is much used by governments.

There are those, however, as yesterday's press conference showed, who feel that the organization has yet to achieve the desired balance between its coverage of the communist and non-communist worlds.

Amnesty publishes its full index of infamy

By David Watts

Amnesty International's annual report, perhaps the world's most comprehensive index of infamy, was published yesterday as one of a number of events to mark the twenty-ninth anniversary of the Universal Declaration of Human Rights.

In New York the United Nations was presented with a petition of 1,100,000 names from 133 countries calling for the release of all political prisoners on Wednesday.

On Saturday, Mr Thomas Hammarberg, of Sweden, who is chairman of Amnesty International's executive committee, will officially receive the Nobel Peace Prize at a ceremony in Oslo. On Sunday Mr Callaghan, will take part in a Trafalgar Square carol service, organized by Amnesty, by reading extracts from the Declaration of Human Rights.

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Priest and nun on Uganda murder charge

From Our Correspondent Nairobi, Dec 8

A Roman Catholic priest and nun are appearing in the Uganda High Court at Fort Portal charged with murdering nine Ugandan girls, members of a "Good Samaritans" organization formed by the priest, who defied the orders of his bishop to disband it.

Ugandan radio today named the priest as Father Paul Kibishanga, and the nun as Sister Canaranta Yakato.

The Bishop of Fort Portal, Mr Seraphim Maguire, was reportedly told to have told the court that he had ordered the Good Samaritans to be disbanded last year because they were annoying people at the local Catholic mission.

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THE STEVE BIKO INQUEST

Lawyer condemns police cover-up of detainee's fatal injury

This is a partial text of the report by Sir David Napley, a British lawyer, on the recent inquest into the death of Steve Biko, the Black consciousness leader in South Africa. Sir David attended the inquest as an independent observer on the invitation of the Association of Law Societies of South Africa.

I attended the hearings at the Synagogue in Pretoria from November 22, 1977, until December 2, 1977. I was not able to be present during the first three days of the hearing due to commitments in England. However, I followed the proceedings over those three days from the court records.

Upon my arrival in South Africa I was virtually unfamiliar with both the law and procedure of the South African legal system. It follows that in observing the inquest I had, if necessary, to use the yardstick against which to base my opinion on experience of the English legal system over the last 45 years.

I was concerned whether the inquiry had been conducted with thoroughness and fairness. I am abundantly satisfied that in so far as the South African Government was concerned, the fullest possible inquiry was facilitated by the conduct of the inquest began.

I am equally satisfied that the same view concerning the investigation by the Police Department which preceded the inquest. This appeared to me to have been performed in the extreme. The demands and instructions issued in the custody of security police demands rigorous investigation. The death of this particular detainee rendered it manifest from an early date that it was the South African Government in its special sensitivity area in relation to world opinion.

The inquest revealed, for example, that the officers closely concerned with the custody and interrogation of the deceased at the relevant time were questioned by means of "Boomerang forms" which contained a series of questions with alternative answers. They were required to strike out the reply which they considered inappropriate to their answers. Vital documents such as a significant role, and a hedge and a redacted record, were covered in the inquest procedure, and then out of reason of the diligence of counsel appearing for the relatives of the deceased.

It is clear that an investigation conducted by experienced police officers with a little of the enthusiasm and vigour with which the custodian approached the question of the truth from the security police in far less time than was necessary to demonstrate their mendacity in the witness box, as, in my opinion, occurred.

Moreover, if at the outset of the inquest it had been decided by the Deputy Attorney General to ignore the findings of such an investigation and the fact that appropriate action was to follow, much of the opprobrium which has now ensued would have been avoided. In my opinion the inquest did not render a good disservice to the Government which employed them, to the cause of justice and to the police force itself.

However, it was evident to me that the chief magistrate was concerned to ensure that the inquiry extended over every relative facet of the case, even though some of which it may be said that far more time was devoted to it than was justified.

I am in full accord with the finding of the magistrate that Mr Biko died as a result of a head injury associated with extensive brain damage and that he was wholly incapable of self-help before the magistrate he had no alternative but to find in relation to the verdicts open to him under Section 16 of the Inquests Act that he could not be an accused person of leading questions put to him, or be able to observe the conduct of his trial, this would also be true in respect of any particular persons.

I do not, however, apprehend on a strict reading of Section 16 that it would have been irregular for the magistrate to have found that the death was caused by the acts of one or more persons without specifying such persons with particularity. In my opinion, however, we were demonstrably wrong in adding the rider that the head injuries which led to his death was probably sustained in a struggle with the police at police headquarters.

Failure to set out reasons was regrettable

It has unfortunately become a matter of international speculation as to why the magistrate did not give his reasons for his decision particularly since he took some trouble to give his reasons on each of the other facets of the case, the admissibility of evidence. It is perhaps both fair and germane to observe that whilst I largely disagree with his conclusions on these matters, I am satisfied that the head injuries which led to his death was probably sustained in a struggle with the police at police headquarters.

Since I disagree with the magistrate and consider he could, and should, have reached a different conclusion in that regard, it is just and proper that I should not be compelled to repeat the whole of failing to set out the reasons for my view. Accordingly, I now propose to prevent them.

The late Mr Steven Biko was stopped on August 18, 1977, at a road block set up by the South African security police at Grahamstown, since he was suspected of being a member of the Black Consciousness Movement. He was interrogated throughout the inquest that Mr Biko was at that time a strong and healthy man; 20 days later he was dead as result of brain injuries.

On August 19, 1977, he was detained in the custody of the security police under the command of Colonel Goosen at Port Elizabeth and detained under the Detention Act No 83 of 1966. This Act is designed "to pro-

Sir David Napley, past president of the Law Society, was invited to attend the inquest in Pretoria by the Association of Law Societies of South Africa as an independent observer.

As his yardstick he used his 45 years' experience of the English legal system.



the offices at Sanlam Building for interpretation by Mr Joe Snyman and Captain Steben. They were five in number, namely Major Snyman, Captain Steben, Warrant Officer Marc and Sergeant and Detective Sergeant McIntosh.

On the medical evidence it was common ground that: (a) Mr Biko had suffered at least three violent blows to his head, application of force to his head, and (b) that he suffered his brain injury between the night of September 6 and 7.30 am on September 7.

As to point (b) I am of the view, however, that the time when the injury had been sustained is not known. It is known that he was not later than 0715 hours on the morning of September 7, rather than 0730 hours.

The giving of the latest time at which the blow could have sustained rests primarily on the evidence of the police that he was interrogated from 1030 hours on September 6 and 1000 hours on September 7. During this period, it was said, Mr Biko was not only silent, but was aggressive, although later he became more "cooperative".

I can find no reason why this point of the police version should be untrue. Indeed, the medical evidence lends verisimilitude to it. It was only on the following morning after the interrogation had been completed that Colonel Goosen, Head of the security police, Port Elizabeth, urgently summoned a doctor. Moreover, the medical evidence aroused no doubts in the mind of the doctor in the symptoms which demanded the summoning of such medical assistance. The symptoms were fully consistent with an application of force to the head which would have occurred at a time comparatively soon before the symptoms appeared.

As to the latest time at which the injury could have been sustained, the evidence of Major Snyman, who was in charge of the interrogation, was that he came on duty with his team at 0700 hours on the 7th. Regarding the time when he put in the police van to close questioning in relation to the timing of events between the final interview of 0630 hours to 0730 hours.

Thus it is not unreasonable to accept that the injury could have been sustained at 0715 hours.

It must be said that there was no direct evidence whatsoever adduced that this occurred, but in my opinion the circumstantial evidence, as I believe I can demonstrate, leads inexorably to this conclusion.

Mr Biko was detained on August 18, 1977. His interrogation was commenced on September 5, 1977. If the police had been interrogating him for 20 days before questioning him, it was because they desired first to question those detained with him. It is equally consistent with the process of "conditioning".

During the whole of that time he was subjected to a period of time at 0700 hours that there would be some lapse of time before the actual interrogation was resumed. Indeed, there is some corroboration in the evidence of Mr Biko that it commenced at 0715 hours.

According to the evidence of Major Snyman, he gave instructions for the removal of the shackles and feet. This was done in such wide terms, or as to the fact that inter-prisoner opinion might conflict, that it reflects little confidence in the Government in the judiciary whose wisdom and judgement it excludes; it was never needless by virtue of these provisions that the police acted as denials of the Act in court of law shall pronounce upon the validity of any action taken under the section which facilitates the detention of a prisoner.

While awaiting therefore, no stay upon the wisdom of the Act having been drawn in such wide terms, or as to the fact that inter-prisoner opinion might conflict, it reflects little confidence in the Government in the judiciary whose wisdom and judgement it excludes; it was never needless by virtue of these provisions that the police acted as denials of the Act in court of law shall pronounce upon the validity of any action taken under the section which facilitates the detention of a prisoner.

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OVERSEAS



Funeral of Marshal Vasilevsky: Soviet leaders headed by President Brezhnev and Mr Kosygin, the Prime Minister, carrying the ashes of Marshal Alexander Vasilevsky at his funeral in Red Square, Moscow, yesterday. The mar-

shal, who helped to plan and command the battle of Stalingrad, died aged 82 of a "serious and prolonged illness" which in Russian announcements usually means cancer. His remains were placed in a niche in the Kremlin wall, where many of the Soviet elite

are entombed. One of the generals on whom Stalin put most reliance, Vasilevsky played an important role in driving the invading German forces from Byelorussia, the Ukraine and the Baltic republics in the Second World War.

475 Russian dissidents die in jail

Geneva, Dec 8.—An association of Swiss psychiatrists said today that 475 Soviet dissidents had died in the Slobodskoy prison hospital in the last 10 years after being tortured.

In a press statement the Swiss Association against the Abuse of Psychiatry for Political Ends said it had learned of the figure from "our own sources".

It had sent a letter to President Brezhnev calling for the liberation of all dissidents held in Soviet prisons or psychiatric clinics. The letter also called on him to allow one of the association's leading members, Professor Christian Durand, to visit such detainees. —Reuter.

Britons injured in Cyprus plane crash are named

Nicosia, Dec 8.—The British military authorities today released the names of the five Britons injured yesterday when a United States Air Force U2 reconnaissance aircraft crashed just after taking off from Airport base. The pilot, Captain Robert Henderson, aged 32, who came from California, and four Greek-Cypriot civilians were killed.

Mr Jack Flawn, aged 55, a senior scientific officer from Woking, Surrey, was very seriously injured. He was working in the meteorological office which took the full brunt of the crash impact.

Less seriously injured were four Royal Air Force personnel: Flight Lieutenant R. J. M. Limb, aged 31, of Evesham, Worcestershire; Senior Aircraftman M. G. Watt, aged 20, of Aberdeen; Senior Aircraftman A. H. Ratcliff, aged 21, of Birmingham; and Senior Aircraftwoman J. M. Barry, aged 21, of Leed. All were suffering from burns. —Reuters and AP.

Chinese police complain of persecution by radicals

From David Bonavia Hongkong, Dec 8

Chinese policemen in different parts of the country have staged angry rallies to denounce what they term their suppression during recent years by the so-called radical faction led by Chiang Ching, Chairman Mao's widow.

In the province of Kwachow a rally of about 1,000 people heard a speaker accuse the "radicals" who were purged in October last year, of smashing the public security organs, ruthlessly persecuting public security cadres and policemen, storming prisons, looting confidential files and guns, and sweeping public security cadres and policemen out like rubbish.

The provincial denunciation rallies come after a statement from the authorities in Peking about the need to correct mistakes in police work. There has also been discussion of the role of the judiciary, which virtually disappeared in the period of the Cultural Revolu-

Mock trial highlights plight of Soviet Jew

By Robert Parker

A mock trial was held in London yesterday to publicize the plight of many Jews living in Russia and particularly the case of Anatoly Shcharansky, a young mathematician.

Mr Shcharansky was active on a committee designed to bring pressure on the Soviet authorities to comply with the human rights provisions of the Helsinki Agreement. He has now been in prison for eight months, and it has been discovered that he faces charges involving treason, the ultimate penalty for which is death.

His wife, who gave evidence at the "trial" yesterday, was told to leave Russia on the morning after they were married in 1974. The stream of letters she had been receiving from him has suddenly ceased.

Among those who gave evidence was a Russian lawyer who was "struck off" for agreeing to defend Mr Shcharansky.

The evidence was presented by Mr Donald Farnham, instructed by Lord Poor. It was heard by a panel of three MPs: Sir David Renton, QC (C, Huntingdonshire); Mr Jeffery Thomas, QC (Lab Aberdare); and Mr Jeremy Thorpe, former Liberal leader.

At the "trial" together with the considerable amount of evidence denying Mr Shcharansky's guilt, is to be sent to the Soviet Government, as well as to the other 33 countries which are signatories to the Helsinki Agreement.

The Russian's case against

Shcharansky appears to rest on an open letter sent to Ikeria by Mr S. L. Lipavsky, who was described yesterday as a turn-coat. Mr Lipavsky alleges that Mr Shcharansky's contacts with Western visitors amounted to espionage.

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PARLIAMENT, December 8, 1977

Row over ships deal: PM complains Tories would prefer order to go to foreign yards

House of Commons

There was no reason why this country should give a competitive advantage to foreign shipyards which were deeply involved in stretch these orders.

Mr James Callaghan, the Prime Minister (Cardiff, South-East, Lab) said when he was questioned about the Polish ships deal.

Mr Nicholas Ridley (Cirencester and Tewkesbury, C) asked: How much time is the Prime Minister spending today on engineering his Watergate-type cover-up? His tales apparently have not been able to add any money on the table for the purchase of the merchant ships.

If the Prime Minister must buy votes, he would use the profits of Labour Party Properties Ltd rather than the taxpayers' money?

Mr Callaghan—I congratulate Mr Ridley on reducing the level of this problem to where he has. I understand that yesterday morning Monday, and at the Opposition cares this would provide a suitable discussion for that day.

In the meantime, I would say that the criticism of this order has

come from two main sources—the Conservative Party and foreign shipyards. (Conservative interruptions.)

So far as I can see, the attitude of the Opposition is that they would prefer these orders to go to foreign shipyards, with our own standing unemployed in our own yards, the steel industry not able to provide the steel, and the government being able to be provided by this country.

All this they would prefer. If that is the case they should say so. Mr Margaret Thatcher, Leader of the Opposition (Barnet, Finchley, C)—How much is the British taxpayer being asked to spend on the Polish shipping deal? (Conservative interruptions.)

Yes, appropriate, because this is a matter of commercial negotiation. If the Opposition were in a less irresponsible mood they would recognise that.

There is no reason why we should give a competitive advantage to foreign yards which are desperately anxious to stretch these orders. There is nothing which needs concealment about this within the limits of commercial practice.

I suggest that we debate it on Monday. Let the facts be produced in an appropriate way and not as a

(Conservative cheers and Labour interruptions.)

Some time ago he said the deal was not bad. Did he know then how much was involved? If so, why is he so anxious to hide the sum? (Conservative cheers.)

Mr Callaghan—The simple answer is that I do not carry this complicated matter in my head. (Conservative interruptions.)

But I repeat the offer. I hope the Opposition will accept this Monday. Then they can have all the figures that are appropriate to be produced on this occasion. (Conservative shouts of "Appropriate?")

Yes, appropriate, because this is a matter of commercial negotiation. If the Opposition were in a less irresponsible mood they would recognise that.

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supplementary answer to a question of this sort.

Mrs Thatcher—is the Prime Minister asking—Will he read a transcript of last night's party political broadcast and send a message of congratulations to Transport House for the long overdue and forthcoming attack on the National Front which was not articulated only by the fact that the BBC insisted that they were not entitled to use their own conclusions of those in the broadcast?

If he does not give the precise figure, will he at least give the proportion of the order which is being met by the taxpayer?

Mr Callaghan—I understand from the Lord President of the Council (Mr Michael Foot) that the Opposition have already given notice that they will want to debate this on Monday.

The figures will be produced then that are appropriate to this matter.

I must say, in view of the attitude of the Opposition on this order and on the question of subsidies for the textile industry, the clothing industry and the steel industry, if I were the workers in these industries I would be quite suspicious by what the policy of the Conservative Party really is. (Labour cheers.)

Reaction to Labour's anti-Front broadcast

Sir Alexander Lyon (York, Lab)

Carrying question to the Prime Minister—Will he read a transcript of last night's party political broadcast and send a message of congratulations to Transport House for the long overdue and forthcoming attack on the National Front which was not articulated only by the fact that the BBC insisted that they were not entitled to use their own conclusions of those in the broadcast?

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Mr Rees offers firemen conditional exemption from future pay policy: Opposition want 'no-strike' pledge

If the two sides in the fire brigades' dispute can come to an agreement on a formula for fixing firemen's pay after November 1976, the Government would not only underwrite it but guarantee that the phasing in would not be thwarted by any unforeseen adverse change in economic circumstances. This was announced by Mr Merlin Rees, the Home Secretary.

It is the overriding need to reduce inflation and it is not possible in the present round to go beyond the 10 per cent increase already in a year's time. There will be no retrospective. We have said, with the guarantees we have given, that whatever the situation is in a year's time the firemen's pay can be phased in the way we have said.

Mr Eric Heffer (Liverpool, Walton, Lab)—Not Liverpool. We'll recognise that there has been some movement by the Home Secretary and the Government towards the firemen. What is required is an immediate increase beyond the 10 per cent. The sympathy of the country is with the firemen and will remain with them.

It is time the Government take a step further than they have already gone and put some more money immediately on the table. If this is done, we can get a quick settlement before Christmas.

Mr William Whitelaw, Deputy Leader of the Opposition (Pembroke, Lab)—The Fire Brigades' Union does not prohibit the fire service from working together a formula for determining the service pay in the future. He said that if agreement could be reached the Government would consider how it might affect the settlement.

Mr Rees said in a statement that the Prime Minister had indicated to the Fire Brigades' Union that the Government would be ready to negotiate the service pay in the future. He said that if agreement could be reached by the fire service and the Government, it might affect the settlement.

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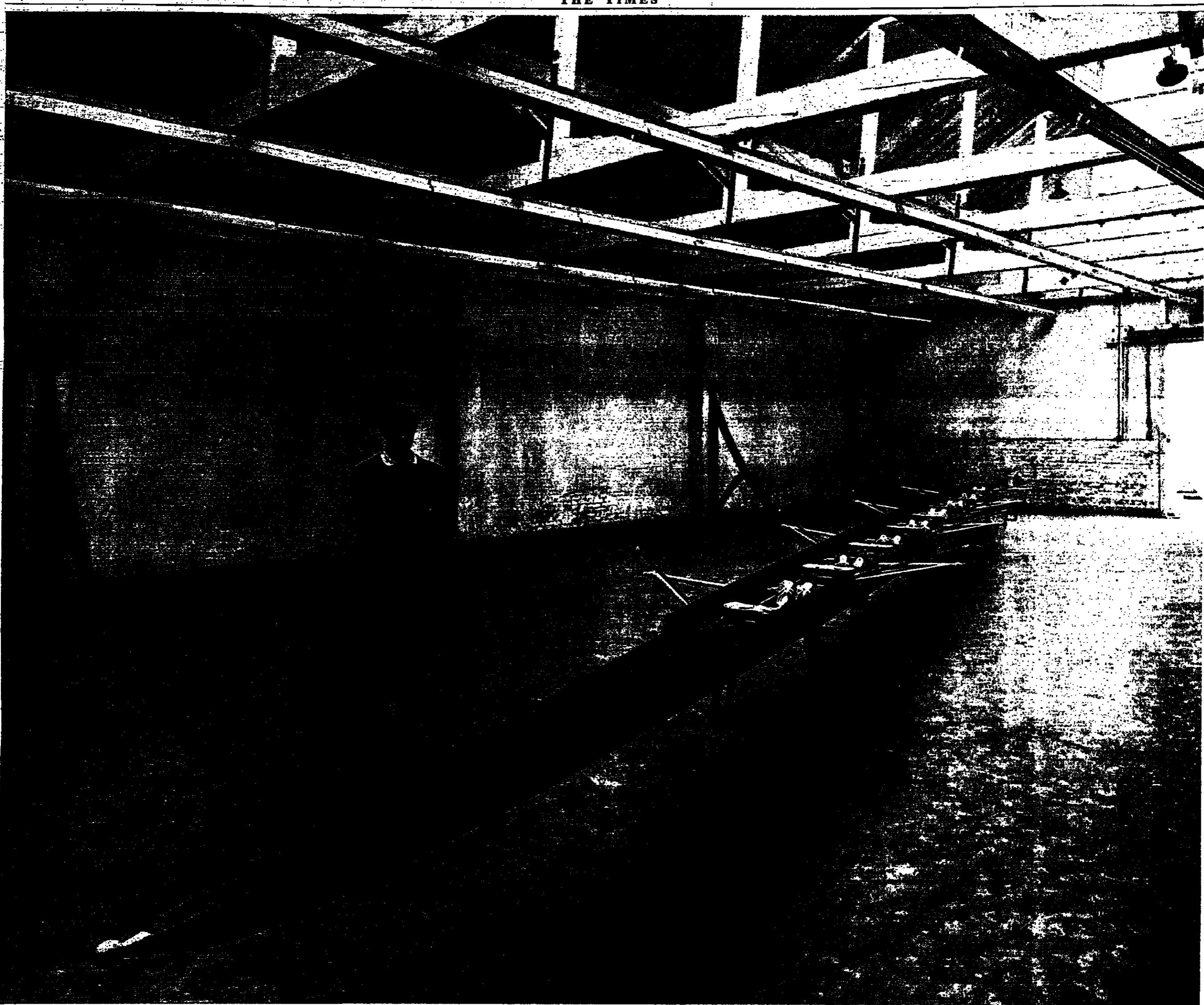
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حلاوة من الظل

THE TIMES



John Vigurs' boat is so good it's almost unsporting.

Britain won two gold medals in the World Rowing Championships at Amsterdam last August. Our success was due not only to the superb fitness and technique of our rowing teams but also to Mr. John Vigurs' new boats.

They are the lightest ever built.

In the lightweight eight event the British team won by a margin of only 7/100ths of a second (about three centimetres over a 2000 metre course). Mr. Bob Janousek, past chief national coach, says, "If it wasn't for the fact that our boat was twenty kilograms lighter than the competition we may not have won."

John Vigurs built his boats out of synthetic materials—polyurethane paints and foams, resins, glass fibre and carbon fibre. The result is a craft far lighter and more rigid than the traditional teak boats.

Rowing will never be the same again.

Synthetics have become invaluable in sport. In everything from skiing to pole-vaulting. Our new surfaces help Olympic athletes break world records and have made all weather sport possible.

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Ask John Vigurs.

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THE ARTS

Multi-coloured Swap Shop

BBC 1 (tomorrow)

Our Show**London Weekend**
(tomorrow)**Michael Church**

In the corner of a green field somewhere in Wales, a tiny, on-and-around this, a smiling crowd of children, bunting, tennis rackets, fishing rods, dolls, books and radios. In the middle of the crowd, a clapping, cheery fellow in a funny hat and by his side, a tall, blond, pop star.

The rite begins. The pop star trades T shirts and a record of his voice (first pressing) for William books. Then the cheery fellow takes over and the general goods change hands. "That becomes ours," and that becomes ours". A standardised for a standard car. A pair of pop dancing shoes (size 2) for a Clueo set.

Such was the scene on Swap Shop's new weekend, "Bunting and Books". It may be the voice of God, such may be the scene somewhere else in England at the same time tomorrow morning. Multi-coloured Swap Shop, of which this parochial sacrament is the kernel, must be rapidly establishing itself as a fixed point in juvenile Britain's subconscious.

It has its competitors, of course, in the noble cause of enticing children indoors for a steady climb of their weekend: those who live in and around London may alternatively hang from One Show. A mere moment ago, much television seems to those largely popular art forms, but after even this short span some general patterns emerge.

Both programmes inhabit a world of flying, skiving, capoeing, climbing, scrabbling, rally driving, football, pop and pet animals. Both offer a mixture of cartoon films, competitions and quizzes with prizes, and interviews with showbiz folk. Both attempt to hook their viewers into a long-running, long-range television party, and to keep them there. The differences between them stem partly from their respective hosts and partly from the predictable bits of like Rock Follies.

Stuttgart's chance for young choreographers

How many companies of international standing can you imagine doing what the Stuttgart Ballet has devised for this season? Two complete triple-bill evenings are being devoted to creations by unknown young choreographers. On all sides we hear the perennial complaint that choreographers are scarce; here is something practical being done about it.

This is one of the policies Marché Haydée set for herself on taking charge of the company, and she declared on this page, in an interview on this page, that such pledges are not always so quickly redeemed. Last season was spent bringing on the young "dancers" by extracting many of them with new roles; the results of that show happily in the first of this season's new programmes. Now the emphasis is back where the Stuttgart Ballet has preferred it for the two decades since John Cranko made the company famous, on creativity.

In a way, the importance of the new programme is simply that it was given at all. The more abstract were the critics, the more of the dancers they had proper rehearsal time and their own choice of designer. That takes the venture right outside the limitations of "workshop" evenings elsewhere. Even if all three ballets had flopped, the attempt would have deserved admiration. In fact, all three were bold in conception and confident in execution, immature and uneven, yes, but still worth showing.

To underline any moral we might read into it, one of the choreographers is English, Rosemary Halliwell. She used Frank Martin's Concerto for seven brass instruments, tympani and percussion, excellently played by soloists from the Stuttgart Orchestra under Francis Ramey-Kenneth MacMillan and Peter Darrell both used that music previously, respectively, for *The Barrow* and *The Scarlet Pimpernel*. Odd that a purely abstract score should inspire three choreographers to works each with a strongly dramatic situation although in all other respects quite unlike one another.

The new ballet, *Mirage*, is about a woman who spends her life running from one cage to another, trapped in turn by family, husband, love. Because the woman has a hysterical nature, the ballet turns out slightly hysterical too, but provides a fine role for Haydée as the woman, tearing herself apart in anguish that is expressed in images of jagged angularity.

José Kudouchin's designs, a stylised evocation of the 1920s, and the social attitudes of the characters set the work firmly in a period long before the 22-year-old choreographer was born. It suits the mixture of

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their respective broadcasting companies.

Noel Edmunds, the radio voice which makes the rounds of the radio clubs, radio stations, that is the creation of *Sesame Street*. His style on Saturday is a combination of amability and directness, laced sometimes with an agreeable wit. Little Cheesecake, his mobile henchman, laughs, gurgles and beats his tiny fist together like a baby on the old-fashioned Cow and Calf sets. The co-creators, John Coates and Eric Springer of the Wink, from the serious writers and producers-in with their urgent humanitarian messages, and a constant procession of glamorous and/or interesting guests file through the studio. (And some really are interesting: Professor Richard Gregory, polymathic populariser of the scientifically extraordinary, should be good value tomorrow.)

But do I detect a developing narcissism in our ever-expanding hosts? Last Saturday all the interviews, all the quiz questions and all the repeats spoke in one voice softly saying: "We are exciting and lovely: Watch us, and be excited".

Such was the scene on Swap Shop's new weekend, "Bunting and Books". It may be the voice of God, such may be the scene somewhere else in England at the same time tomorrow morning. Multi-coloured Swap Shop, of which this parochial sacrament is the kernel, must be rapidly establishing itself as a fixed point in juvenile Britain's subconscious.

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A Woman of Paris: Adolphe Menjou and Edna Purviance

Tunisian film of doomed society**Hyena's Sun (aa)****Minema****Knightsbridge****The Chess Players**

(London Film Festival)

A Woman of Paris

(London Film Festival)

Festival**It is a tribute to the London Film Festival's 21-year effort to help build an audience for foreign-language films that the films it shows seem each year to come more rapidly into commercial distribution. More than a third of the 80 or so films shown this year are already promised release this coming Spring, and *One Who Will be in the Year 2000* will open in the new year. *Chinese Roulette* has already been shown on BBC2's Screen International. This week the Minema in Knightsbridge presents one of the less publicised finds of the festival, *Hyena's Sun*, a Tunisian-Dutch co-production and the first feature by a 29-year-old Tunisian director, Ridha Behi.**

The first Tunisian film to achieve distribution in this country, it is an aggressive statement of a Third World renaissance; but the polemic is not allowed to exclude the human facets of the story or the evidence of a highly developed film sense. Since independence, says the film, North African states have depended on the economics of tourism as a means to combat underdevelopment. The movement is based on the growth of plants, but that is a matter of organization, for the creator's own benefit. What matters to the audience is that he has devised an attractive display of dancing to a slightly abbreviated version of two of Handel's Concerto Grossi Op 6 (No 7 shown in its undated, followed by No 5).

If Behi had pruned his dance invention by about half and allowed the remains more room to breathe, this would have been a better ballet. Ridha Behi should have taken his greater inspiration more to heart! But he does have green fingers when it comes to showing off his dancers.

The spectacular adagio work seemed to me often too obviously contrived, but it was done with great aplomb by four of the young leading dancers: Lucia Montagnon (the former Lucia Isenring now using her married name) with Kurt Speker, and Eileen Brady with Barry Ingham. The best dances are the fast solos, not only for these four but for two female quartets, full of variety and vigour, and the sardonic commentary

given certain conditions. The speculators are providing a service and making a profit; the authorities welcome the economic advantage to the area; the tourists want the sun and are as innocent of intentions as they are ignorant of the society which they observe and photograph as uncomprehending voyeurs. The villagers' complaints stand outside the wire perimeter fence, and gradually accept the pickings. In a final confrontation, the man who resists (and goes to jail for it) and the man who compromises (the strong and wise man of the village, now monkeyed up in national dress and setting folkly knick-knacks) contemplate each other in equality of despair.

The film-makers relate that life overtook art. They shot the film on location in a fully developed German tourist centre, a construction site, and an untouched village. By the time the filming was through, however, the development had already reached the village.

Two other festival films deserve release in this country. *Sayajit Ray's The Chess Players*, which premièred at the London Festival, is also a study of a doomed society. It is set in Lucknow, capital of Awadh in 1856. The Nawab of Awadh is more given to poetry and music and dance than to political machinations—a shortcoming which provides the necessary encouragement to the Governor-General and the British East India Company to annex his state on behalf of the Queen.

Ray has adapted his film from a short story by Premchand, in which the pleasant last days of the Nawab's reign are played away by two rich jadis—obsessed with the game of chess. Their king's neglect of political realities is reflected in their own neglect of their respective domestic kingdoms. One tries to complain, while the other makes the most of her chances to dance with a handsome cousin. When the British takeover becomes imminent, the chess players prefer to evacuate their interminable game to the country, rather than risk losing time fighting for the Nawab.

The Chess Players is Ray's first film in the Hindi language (previously he has worked exclusively in Bengal). One persuasion to make a film for this much larger market was the possibility it offered him to use colour; and it is a film of wonderful, restrained opulence, whether in the shamming interiors of the court and prosperous houses, or the India Company troops silhouetted against the sunset skyline of a dusty rural settlement.

With its easy pace and the strict moral codes of the

time. Even so the film was banned in certain states.

Since the first time I saw the film (in an illicit copy, somewhere in Eastern Europe), the prologue title which, in the manner of the Twenties, introduced the film, has been cut. It said, as I recall it, "Humanity is composed not of heroes and villains, but of men and women. They sin only in blindness, and the ignorant condemn pity them".

Chaplin's comic vision, as this film dramatically reveals, gave him an exceptional perception of men and women and what they are about. Purviance's Marie St Clair has not dated or lost any of her charm: there is no questioning or disbelief when, six months after leaving the village and the boy she thinks has abandoned her, she turns up again as the mistress of the richest man in Paris.

Marie's tragedy is only partly the malignant fate that always interposes misunderstandings. From the start she is the victim of men who are less than her match: her own puritanical father who turns her out; her boy friend's father who opposes their marriage; the boy friend himself, who struggles with a vast trunk and then nonchalantly leaves it to the ground). The film was intended to make a star of Chaplin's loyal and beautiful leading lady, Edna Purviance, but failed in its aim—probably because Purviance's restraint was decades ahead of her time. She was to make only two more films, the last *Josef von Sternberg* featuring *The Woman in the Sea*, produced by Chaplin, and *L'Education du Prince*, made in France.

Despite poor commercial success in its original release, *A Woman of Paris* was one of the most influential films of the time, an innovative and effective treatment of comedy of Ernst Lubitsch's first major comedy, *The Merry Circle*, by months. It is interesting, too, that all four of Chaplin's assistant directors on the film, Eddie Sutherland, Morris Bell, Jean de Limur and Henri d'Albret d'Arrast, became successful directors of sophisticated comedy.

The delicacy with which Chaplin's film sketches and suggests its story (a country girl is driven by circumstances and enabled by charm to become a great Parisian courtesan; a chance meeting with her former lover precipitates a tragedy and her consequent renunciation of a life of pleasure) was partly dictated by the strict moral codes of the

period. The finale is related to the pilgrim's chorus theme in *Tannhäuser* which was to be Wagner's next work, and one may perhaps discover foreshadowing of *Parsifal*. The thing is, however, hastily put together, and it is no surprise to learn that Wagner himself thought little of it.

This curious programme of Germanic religious music was completed by two Schoenberg works, the brief *Prelude to Genesis* of 1945 and *Die Jakobiter*. Like the opera *Moses und Aron*, this oratorio was left a torso, because Schoenberg could not achieve that affirmation of faith that Wagner makes so recklessly in *Das Liebesmahl*.

Yet it is still a work of stern moral force, and it was the lack of the appropriate sustained power that I most missed in this performance, except in Siegmund Niemann's strenuous *Gärtner*. Mady Mesplé sounded more like Lakmé than a soul in ecstasy, and Mr Boulez seemed to sympathise with one of the backsiders, a part nicely sung by Kenneth Bowen, who preferred beauty to truth.

As usual there will be an opportunity to see several different casts in the two lead roles: Manola Asensio, Lillian Belfiore, Eva Evdokimova, Carole Hill, Vivien Loebner, Noelle Nicol, Patricia Ruane, and Elisabetta Terabust will

assume the rôle of Louise, and Nicholas Johnson, Kenneth McElroy, Peter Schaufuss and

Frederic Werner that of the Nutcracker Prince.

Paul Griffiths

Wednesday's BBC Symphony Orchestra concert under Pierre Boulez began with a Wagner

opus, his *Das Liebesmahl der Apostel* (The Love Feast of the Apostles). This "Biblical scene" was written in 1843 as a

festival piece for the male-voice choirs of Saxony: 1,200

singers are said to have taken part in its first performance, with an orchestra of 100.

If the BBC forces did succeed in mounting in the bombast of the closing section. Before that the voices are heard unaccompanied, 12 basses representing the Apostles and three four-part choirs the multitude of believers in Wagner's own paraphrase from the fourth chapter of the Acts of the Apostles.

At times the music points towards the operas: the big tune

A buccaneer for Christmas**Drake's Dream****Shaftesbury****Irving Wardle**

Off we start on Plymouth Hoe, with a bunch of tourists sparing five minutes with our best-known bows player before doing Cornwall, when lo and behold the statue is cranked aloft, on stout wires and up clamberers Paul Jones in doublet and hose to offer the rubber-neckers the chance of a trip round the world instead of a cream tea in Looe.

As far as stage magic goes, that tells you all you need to know about Nicholas Young's production which is mostly set on board Andrea Muhl's *Golden Hind*. A steely, wobbly mass, covered in shiny foil that reflects front-of-house lights straight back into the audience's eyes.

This "family entertainment" is the jolier work of Lynne and Richard Riley (music and lyrics) and Simon Brett whose book at least revives respect for the Victorian extravaganza writers. In Mr Brett's hands extravaganza is simply a means of hedging his bets. Drake's three-year circumnavigation of the globe may be a good story but it'll be interest all the same?

Mr Brett patches it up with a sub-plot that Rosa, breaks it up with Tudor television commercials for washing machines and herbal remedies and lets the Spanish King put through im-

Dalibor**Coliseum****William Mann**

One of Charles Mackerras's most worthwhile rescue operations during his years with the English National Opera has been Smetana's *Dalibor*, last year's new production of which was revived on Wednesday. Although not generally familiar to British opera-goers it can safely be recommended as a rescue opera in the *Fidelio* tradition (aka, the rescue misfires with tragic results, a stirring tale of heroism, even if set to music, tends to move most people from the musical to the dramatic).

The action moves into the jailhouse where *Dalibor*, grandly voiced by John Mitchinson, his former accuser, now swayed to his cause and dressed as a boy (she is Anne Evans, mean and want of voice, very persuasive in appearance); their love duet is, and was in this performance, the musical acme of the work, although there is also striking music for the jailer (a delightful, sometimes touching, part for Harold Blackburn) and the captain of the guard (Malcolm Rivers in sinister, sadistic form).

Fortunately for the audience Mr Mackerras is still on hand to conduct an orchestrally splendid, and everywhere stylish account of Smetana's score. Much of the production's atmosphere is due to David Hersey's tactful lighting. I quietly cursed the stage hands for noisy科學 during the quiet musical intervals (doubtless the curse Smetana for not maintaining a fortissimo), and wondered why the King (Patrick Wheatley, an agreeable baritone) had to sit on the floor, instead of a throne, for his aria which chiefified friends asked, in the second interval, why it was about longing to be a shepherd. Some of the notices on this page are reprinted from yesterday's later editions.

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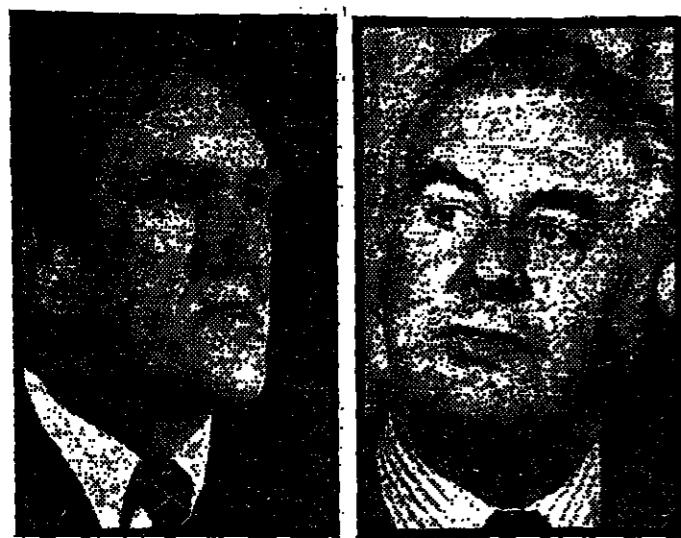
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Now complete the following sentence in not more than 8 words: "Mink and the Tatler belong because _____".

N.B. all entries must be received no later than December 15th. The judges' decision is final.

T.1

Hostility to Mr Fraser, but he still looks an election winner



Mr Fraser and Mr Whitlam

Melbourne. Although the conservative Government's majority in the Australian House of Representatives is likely to be drastically reduced, it is unlikely that the Australian Labour Party will win tomorrow's election.

After a shaky start to the campaign, with a string of upsets, the polls in the last week have constantly indicated that Mr Malcolm Fraser's Liberal-Country Party coalition will retain office.

In the Upper House, it is possible that the result will be close enough to delay a decision until as late as Christmas. The Australian Democrats, the new centre party, seem to have a distinct chance of holding the balance of power there.

Indeed, the Democrats' leader, the former Liberal Mr. Don Chipp, could become the focal figure of the election with support growing all the time.

The campaign has been a bitter affair with apparently no one particularly wanting an election apart from Mr. Fraser himself, having declared his intention to hold a premature election, he appeared at one stage to be in serious trouble, with opinion polls showing an unexpected swing against the Government.

However, it now appears that any resentment against Mr. Fraser and his team was merely due to irritation at his cavalier approach to calling an election and at the Government's mediocre handling of the economy. Having registered that protest, the electorate apparently withdrew from supporting Mr. Gough Whitlam, the Labour leader immediately it was seen that he might actually win. In the past week not one opinion poll gave him any hope of victory.

For a number of reasons the opinion polls could be mistaken but so far in Australia they have an impeccable record.

Indisputably, the most memorable aspect of this campaign has been the astonishing performance of the Australian Democrats, unheard of six months ago. Their snowballing support must be attributed to a dissatisfaction with the two main parties. Without an official platform, the Democrats look like taking around 10 per cent of the vote.

The early issues, such as unemployment, inflation and the now submerged issue of uranium, have not sustained their impact because neither of the two main parties can claim

to have presented a convincing solution. Instead, a public emphatically weary of too many elections has taken more interest in such side issues as the embarrassing resignation of Mr. Philip Lynch, the Treasurer, over alleged profiteering on land speculation. The fledgling Democrats—certainly Mr. Don Chipp—have played on public disenchantment with international muck-raking over the better afterlife which is on offer.

The underlying position is highly favourable to the Conservatives. The entire intellectual climate has swung against collectivism, and not just against its extreme forms but against the whole socialist mentality—the ideas, the thought-processes, the vocabulary in which leftist aspiration have been cloaked. Socialism has lost the morale of the masses for satire and healthy ridicule—although sometimes tinged with apprehension.

Listen to this, for example: "There must be the positive encouragement of growth and amalgamation in industries where real efficiency and new output could be increased by the creation of larger production units. In some cases that may involve the creation of companies which by expanding to optimum size dominate the market. Where it is the plain and obvious judgment that production is best organized on such a scale it is the Government's duty to allow—indeed, encourage, support and sometimes finance the creation of the monopoly."

If there is one pot above all others upon which Mr. Callaghan's name rests, it is the question of who does what with the North Sea oil revenues. Some uncertainty there may be about the best way to ensure that the bulk of these go into solid assets which will continue earning income for the British long after the oil is finished. But about one thing Mr. Callaghan must surely sense almost universal certainty. People are not going to stand by and cheer while their oil money is spent in accordance with the "plain and obvious judgment" of Mr. Hattersley, let alone that of Mr. Wedgwood Benn.

Second, the Government will narrowly cling to office but lose its majority in the Senate, probably with the Australian Democrats holding the balance of power.

Third, Labour will be elected to govern but the Liberal-National Country Party coalition will retain control of the Senate. In the past week, however, the notion of Labour winning in the Lower House has diminished.

Fourth, Labour will win the right to govern but the Upper House will be controlled by the Australian Democrats.

The fifth possibility is that there could be an evenly divided House of representatives, which has never happened before. It is possible this time because the number of Lower House seats has been reduced from 127 to 124.

Mr. Fraser wanted an election because he thought he could win, thus securing another three years of office through a difficult economic time. He will probably be granted that wish, but he will be winning the right to receive the blame for what appears to be a bleak economic period ahead.

If he does indeed win, perhaps the main post-election interest will be found in who seizes the leadership of the Labour Party from Mr. Whitlam.

Douglas Aitken

"You did say" he said,
"That even diamonds
could be discreet."

Set into the dial, to mark each shining hour, were twelve diamonds. Chastely performing the function of figures on the face.

Fascinated, I picked up the watch. The ends of the heavily textured bracelet dropped loosely through my fingers.

"But it's far too extravagant," I explained.

He shrugged. "£3,945 is expensive," he concluded. "But if you have any doubts..." and before I could try it on my wrist, he took it from me. And deftly dropped it into my glass of champagne.

"It won't affect the flavour," he laughed, seeing my concern. "It's 18 carat gold."

"I hope it's champagne proof," I returned.

Suddenly anxious, he lifted it from the glass.

"They said it was water-resistant," he said.

A tiny bubble sparked for an instant on the slender gold case. And was gone!

Audemars Piguet

Illustrated brochure and a list of appointed jewellers are available from Audemars Piguet, 67 Saffron Hill, London EC1N 8RS.

Now that we are well into pre-election politics...

The Tories should wait for Mr Callaghan to trip up in his dash for the right

Seven million workers in the smaller enterprises have been rediscovered like a lost tribe and given a leader.

the firemen and a long series of similar struggles to come, is there anything left at all of the special relationship argument?

Nowadays the frequent ministerial references to the close TUC-Government liaison which would see us through are heard no more. We are back to Magnot percentages with a vengeance. Although on the wrong ground, and in the wrong way, the reality is at last being faced—that the conflicts between group and community interest are there, between the money which some groups want and the money which can prudently be made available, and that there can be no substitute for skill, judgement, subtlety and toughness in coping with each such

was asserted at one point to be inevitable, to build Britain's policy around the Patriotic Front guerrillas because they had the most guns and were the most violent? These are questions which events are going to force Labour to answer with a great deal more candour than hitherto between now and the election, and which Conservative policy is bound to highlight.

Fourth, there is the embarrassing aspect of the industrial strategy which has so persistently failed to connect with the real needs of industrial recovery. Mr. Callaghan and Mr. Healey may be full of talk about smaller business and management incentives these days, but tripartism and re-generation, that terrible duo, are still hovering in the wings.

The failure to spark off business confidence, to persuade entrepreneurs to put aside their caution and to employ people, expand and market new products and services has been, and remains, so total that the question now arises whether a substantial business revival can ever take place at all in Britain with a Labour Government and with the pattern of resistance and regulation that is bound to accompany it, with or without a 17.5% rate.

As for the Conservatives, watching the Labour Government "stand firm" is like watching the incompetent generals of some weak front line army in a common cause, as their tactics are overwhelmed and their internal moral collapses. In the end it is not the Opposition who will let the Government down, but the odds against them pulling it off are enormous.

On the surface, it is true, Mr. Callaghan has some things in his favour. The annual inflation rate will be declining until next year from the intolerable to the merely appalling. There is the extraordinary passivity of the Labour Party in face of unemployment levels which are going up depressingly high. The Government is about to do some further dismantling of the taxes imposed in the earlier "let them squelch" phase, although its efforts will still leave the burden much heavier than when it started. And there is a year ahead when living standards may at last rise a bit after falling for so long.

But once the debate breaks beneath the surface—which is where the Conservative Opposition must take it—the picture looks very different. There is first the sheer implausibility of

As Tozer Craeland wrote long ago in the opposite context: "If we wish to change the present priorities, we must first change the present Government."

The appearance of the North Sea revenues, far from being a bit of bad luck for the Conservative Opposition, is a most fortunate piece of political timing. It will throw into sharp relief the differing approaches of the parties in a way that speeches could never do and in a way that Mr. Callaghan and Labour tacticians would very much rather duck. It should therefore, become a vast aid to the presentation of the Conservative case.

Second, there are relations between the unions. Here we have what used to be Labour's trump card. Yet as the days of confrontation unfold, with the Government dug in deep against

As for the basic basis for the Conservative electoral appeal such an analysis may sound negative. But there should be no apology for that. Conservative policy themes cannot be built up in abstract. They draw life and vividness from the very policies and attitudes they are designed to replace. The negative and positive aspects are as inseparable as with the conventional photographic process. A further article will look at the way in which these more positive aspects of the Conservative case are developing.

David Howell

The author is Conservative MP for Guildford.

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Bernard Levin

Can someone stem this flood before the coffers run dry?

I have written frequently, over the years, about the apparently insatiable lust for taking away other people's money and spending it that possesses the members of so many local authorities in this country. At times it has seemed quite literally like dementia, as councils have planned and carried out ever more gigantic schemes for municipal swimming-baths, gymnasiums, tennis-courts, golf-courses, bowling-alleys, palaces of leisure, social clubs, adventure playgrounds, sky-jumps, sauna-baths, massage-parlours, skateboard arenas, arts centres, advice bureaux and indeed every conceivable variety of projects (including, of course, town halls) which slake, though for shorter and shorter periods, the frenzied thirst for vicarious expenditure that the councillors are suffering from. The Emperor Nerostratus burned down the Temple of Diana at Ephesus in order to get his name into the history-books; Councillor Rempell-Stirkysyne of the Burbleton-on-Sea District Council takes the opposite view, and assumes his own timer mode by causing to be erected at public expense a monumental beehive which, in its last place of worship, would in all likelihood assume the dimensions of a night-watchman's hut.

And of all the councils in the country with a record for lunatic extravagance on a quite exceptional scale, one of the most notable is the municipal authority of Camden. Camden Council, indeed, has almost become kind of British Standard for municipal waste, folly, incomberbacy and legally authorized robbery, and the most extraordinary thing

about the scandal of Camden is that it does not involve corruption; I have never come upon any evidence at all to suggest that anyone in the authority, elected or employed, has ever left enough of the jam on his fingers for so much as a penny or two to stick to them. They have touched the extremities of the disease in a manner which would have made Genghis Khan blushing to contemplate; they have spent money at a rate which the most notorious Mahajah, Sheik or Texan millionaire would have considered morally sinful, and not so much as a pot of paint has been diverted to the front door of a single one of them. They are the first entirely honest highwaymen in history.

Yet not even Camden, as far as my researches have ever gone, have previously achieved anything on the scale of their latest contribution to the art of extracting moonbeams from cucumbers. It is reported in that admirable local newspaper, the "Ham and High" (correctly, but never known as the "Hamstead and Highgate Express"), and concerns the cost of a municipal building project within the borough, to wit the Aladdin Road flats. The plan, which is intended to provide 520 dwellings, was originally costed at six million pounds when it was launched in 1973: it has so far soaked up eighteen-and-a-half million, and the end is not in sight. If every single one of the families who are to move into the new houses should these ever be completed, had been given, outright and with no conditions attached, thirty thousand pounds to house themselves it would have cost the rate-

payers of Camden a sum smaller by five millions than the amount they have so far spent on the scheme! Yet this column, I must warn you, is not about the extravagance and inefficiency implied by those figures, but about something far more important: the development which has already been richly productive of particularly Camden-esque scandals. The contractors, for instance, asked a year ago for the contract to be revised, as they were in financial difficulties; the Council agreed to re-write it, and have ever since concealed the new terms from the ratepayers, who provided the money and are now being saddled, without any say in the matter, with a completely open-ended commitment to finish the project whatever the cost (which seems likely to reach the twenty million mark quite soon). But even that is not the real theme of my contribution today.

What has finally convinced me that members of the majority group on Camden Council have eaten of the insatiate root that takes the reason prisoner is the fact that they have (a) just discovered that the present cost is £1,239,000 higher than the books had hitherto shown, and that

(b) they have no clear idea of why the money wasn't meant earlier, particularly since some of the expenditure it concerns took place in the first stages of the project four years ago.

I must ask the councillors of Camden now: whose money do they think they are using? Has the delirium of spending got such a hold on them that they now genuinely believe that it is their own, so that they can just leave a sack of it hanging on a nail behind the door, and take out a fistful whenever they want a new toy for their borough? And if not, don't they even realize that the hopelessly inadequate financial controls which have existed for so long have been a major factor in the creation of an error of a million and a quarter pounds in the accounts, representing a dereliction of civic duty which, if it does not, induces them to resign? (a) Camden councillor resigning because he has wasted other people's money is an example of what I believe linguistic philosophers call an "empty class": like a square circle, ought at any rate make them pause to wonder whether there is not something seriously amiss with their view of what they are in office for? Yet the extreme unlikelihood of their doing any such thing may be gauged from the fact that the council meeting at which the latest outrage was revealed went into secret session, lest the full details of what had happened might come to the knowledge of those whose money is being used to make good the incapacity of their elected representatives.

The fact is—and it is not exactly a newly-discovered one—that human beings will be less careful with other people's money than with their own: and perhaps the biggest single failure of local government in this country is, it is apparent, inability to devise effective methods of multiplying the offer of an actuarial on people with insufficient money, and the offer to resist the temptation to be left alone in Aladdin's Cave.

And that the monstrous tale I have related is not, however vast, an isolated example of what Camden

Council gets up to can be seen from another story in the very same issue of the "Ham and High", which recorded the latest stages in a long affair of

how thousands of pounds were spent by Transport Unit hiring vehicles for the Social Services Department without formal accounts being kept of the money. The saga was only discovered by council members—and has since been shrouded in secrecy—after a minibus was found abandoned and damaged months after it had been hired by the council in 1975. The council paid the bus company over £1,000 to avoid litigation, and found that the officer who hired the bus had been warned four years earlier for "losing" another bus also costing Camden over £1,400. And, despite concern among senior officers about the lack of accounting by the unit, it continued turning up hire charges in excess of £100,000 until 1976, and the officer who was "warned" was twice promoted. Here millions; in both cases the same worm is at work gnawing away at the foundations of responsibility, not to mention the pockets of Camden's ratepayers. If it is somebody else's money, it can be spent without limit, compunction, or anybody bothering even to note what it is being spent on, let alone how much is being spent.

Bodies like Camden Council, which pour out the wealth of the people as a severed artery pours out blood, will sooner or later have to have a tourniquet applied, by statute or by the wrath of the mulched. I hope it will be sooner.

Times Newspapers Ltd, 1977

THE TIMES DIARY/ PHS

Making a meal of international brotherhood



just passed you the salt and pepper."

The rabbi's humorous wisdom spills over from the film into the pages of a cookery book, *A Taste of Heaven*, I on Sunday night. It is called *Taste and See*, and it shows the role that food plays in the religious and inter-religious lives of Jews, Hindus, Sikhs, Muslims, Buddhists and Christians.

The final sequence is an erumenical supper party, hosted by Rabbi Lionel Blue, a dedicated gastronome, who is also co-chairman of the rabbincal court of Great Britain. Members of all the faiths have listed sit round the same table and, except for

a fasting Buddhist monk who sips only lemon juice, share a meal that does not offend their religious sensibilities.

Rabbi Blue's post-prandial summung up may sound simplistic to some, but I give it because, as he said to me later, he has applied the theory and it works: "You don't throw slogans at people who have

just passed you the salt and pepper."

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UK AIRPORTS

Need for an integrated national system

by Arthur Reed

Britain's airports system is about to be remodelled for the years up to the end of the century, and probably beyond, in a White Paper which is to be issued by the Department of Trade after extensive discussions with a large number of interested parties.

The review is long over, due for the last such survey was in the early 1960s when propeller and turboprop airliners dominated the airways, the jets were only just beginning to arrive, and mass tourism was bringing only a small fraction of visitors to this country that it does today.

The 1960s policy was unsatisfactory in that it largely left local authorities to get on with the task of expanding and building airports, finding no need—probably rightly at that time—for any strong central direction.

According to the Department of Trade, the new White Paper will be published "about the end of the year". It will have failed if it even comes out if it does not reverse theisser faire policy of the 1960s and introduce an integrated, national airports system directed from London ad Glasgow.

Too many authorities have responsibility in Britain for the country's airports today. The country is small enough in terms of modern air travel to be considered as one large airport with a mix of runways which are complementary to each other, and certainly regional areas, such as the South East and London, the Midlands, the North, and Scotland, should be considered as a whole when it comes to airports planning.

Britain already has an expert airports management doing an excellent and highly-efficient job in the British Airports Authority, the BAA already manages Heathrow, Gatwick and Stansted in the south and Glasgow, Edinburgh, Belfast and Aberdeen in Scotland, and is in negotiation take over Newcastle.

Is there any serious reason why their control should not be extended to all the major airports in Britain?

The main advantages of such a policy would be twofold. First local rivalries which have led, since the 1960s, to expensive, competing airports in many regions of the country would be extinguished, while the pattern of a national airports system could be established dispassionately by the professionals at BAA headquarters.

What should that pattern be? Britain has too many local airports trying to become something bigger. Some of these should be closed to major airline services, although remaining open for "feeder" flights, general aviation and light aircraft flying. Scheduled services should be concentrated in a series of "hub" airports strategically located throughout the regions—Birmingham, Manchester, Newcastle and Glasgow are obvious points.

These should complement the country's leading airports at Heathrow and Gatwick with a concentration of international services of their own, so relieving the pressure to some extent on the London airports by serving passengers who now find it necessary to go there for connecting flights.

Strong direction should come from government along these lines to the British Airports Authority which could carry out such a policy within a few years, and without any vast new expense devolving upon the taxpayers, and without taking on large numbers of new staff.

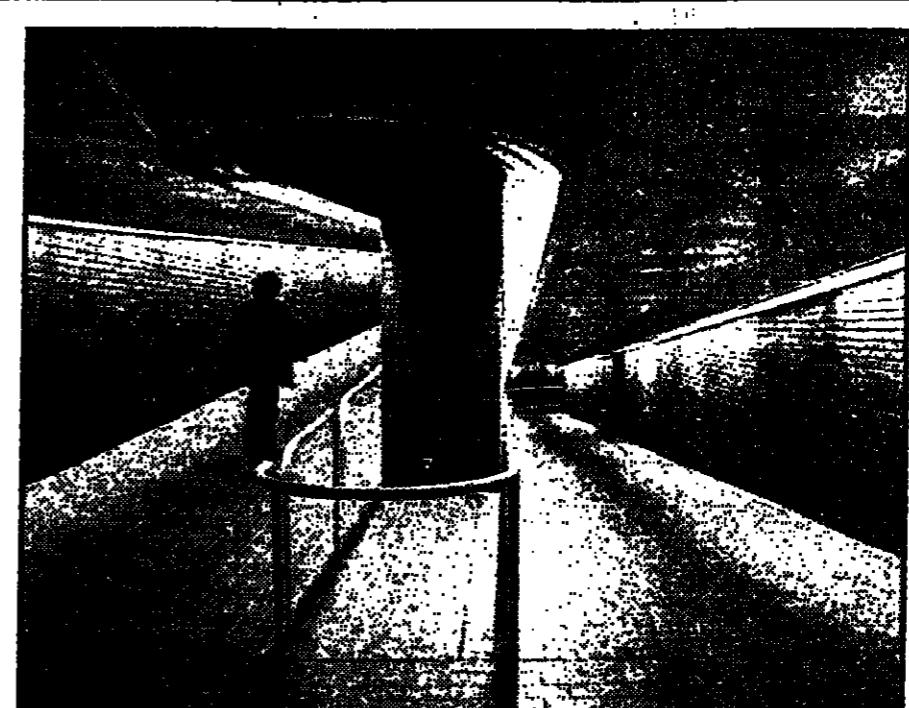
Gatwick, at present under-used, will become more and more vital over the next few years as a safety valve for Heathrow and many airlines, which are at present unwilling to go there, will be forced to transfer services.

Stansted and Luton will also have to play a part in relieving Heathrow, as will the provincial airports, but there is consolation in the fact that as the new generation of airliners becomes bigger and quieter, the impact on communities of all this increased activity will be far less than was imagined even a few years ago.

Some 45 million passengers used the airports in 1976-77, three-quarters of them passing through the seven airports managed by the BAA, and by the middle 1990s, this figure, on present forecasts, will have reached 120 million—90 million of



Two scenes at Heathrow: travellers newly arrived at terminal three queue at the money exchange counter; terminal two has undergone extensive development, and this ramp now leads from the terminal to London's new Underground station within the airport.



Richard Greenhill

Hopes for future after recent tribulations

After years of upheaval

caused by development work, both Heathrow and Gatwick, London's two main airports, should be back to normal by next summer, according to Mr Norman Payne, chairman of the British Airports Authority.

More works are to be completed after that date, but these should not affect the passenger, as did the £100m "facelift" at Gatwick and

the completion at Heathrow of major works including the second big problem for the Government is how these airports are to cope with the startling increases in the numbers of passengers expected in the approaching decades.

Some 45 million passengers used the airports in 1976-77, three-quarters of them passing through the seven airports managed by the BAA, and by the middle 1990s, this figure, on present forecasts, will have reached 120 million—90 million of

Mr Payne said the strike of air traffic control assistants last autumn would result in the authority's profit being reduced this year. The dispute had hit terminal two at Heathrow particularly badly. The terminal was being rebuilt and was not available, with accept delays on to receive the larger aircraft, up to Boeing 747 size, which the foreign airlines had introduced after they had reduced flight frequencies.

In addition, more passengers were using terminal two as people switched to foreign airlines after British Airways took Trident airliners out of service because of the discovery of wing cracks. The situation had been made worse because the strike took place during the foggy season.

In an effort to even out the flow of passengers, the authority was talking to airlines about transferring some flights from terminals two and three to terminal one.

Access to Heathrow should be eased after the Queen opens the Underground link to the centre of the airport. But the authority was not clear what the extent of this relief would be, Mr Payne continued. It took time for people to change their travel patterns and warnings of traffic congestion at Heathrow might have to be issued during the peak summer weekends, as had been necessary during the past two years.

Parking at both airports should be improved by the return of parking spaces with the end of the development work at Heathrow, and with the extension of the long-term parking area at Gatwick.

If Heathrow returned to normal by next summer, how long would it remain like that as traffic being carried by the airlines resumed a normal rate of growth against a background of recovery by the world economy? Mr Payne said he

hoped the airport would never again be disrupted by such extensive works.

The alterations were probably the last which could ever be made at Heathrow, from such items as the £6.5m Eurogate satellite.

Future improvements would have to be made by airline rescheduling and more efficient use of existing terminal capacity.

The authority expected airlines to future use larger aircraft. Though this was attractive from the points of view of aircraft movements and noise, limitations would eventually have to be placed on hourly flows of passengers.

Transfers of services from Heathrow to Gatwick would also relieve some of the strain, and some traffic would have to go to Stansted and to Luton.

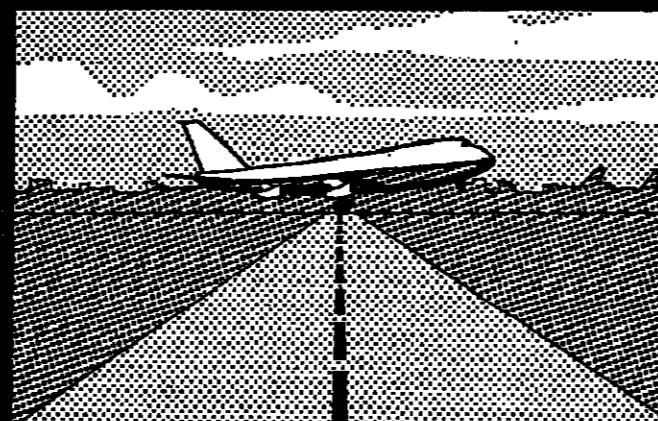
The expansion plan for Stansted had been complicated, Mr Payne said, by the Government's recent decision to order a planning inquiry into the authority's scheme to develop a fourth passenger terminal. The authority remained confident that the fourth terminal would be built, but the inquiry would put back its opening to 1984-85.

It seemed probable that the ultimate capacity at Heathrow with terminal four in operation would be about 40 million passengers a year, and further growth would have to take place elsewhere.

The British Airports Authority envisages that by the middle 1980s the four airports serving London—Heathrow, Gatwick, Stansted and Luton—could between them be handling about 53 million passengers a year. By the 1990s the demand is expected to be 90 million passengers a year, which could be met with Heathrow full, by developments (including the building of a second terminal) at Gatwick and at Stansted and Luton.

A. R.

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Photograph of Concorde by courtesy of British Airways.

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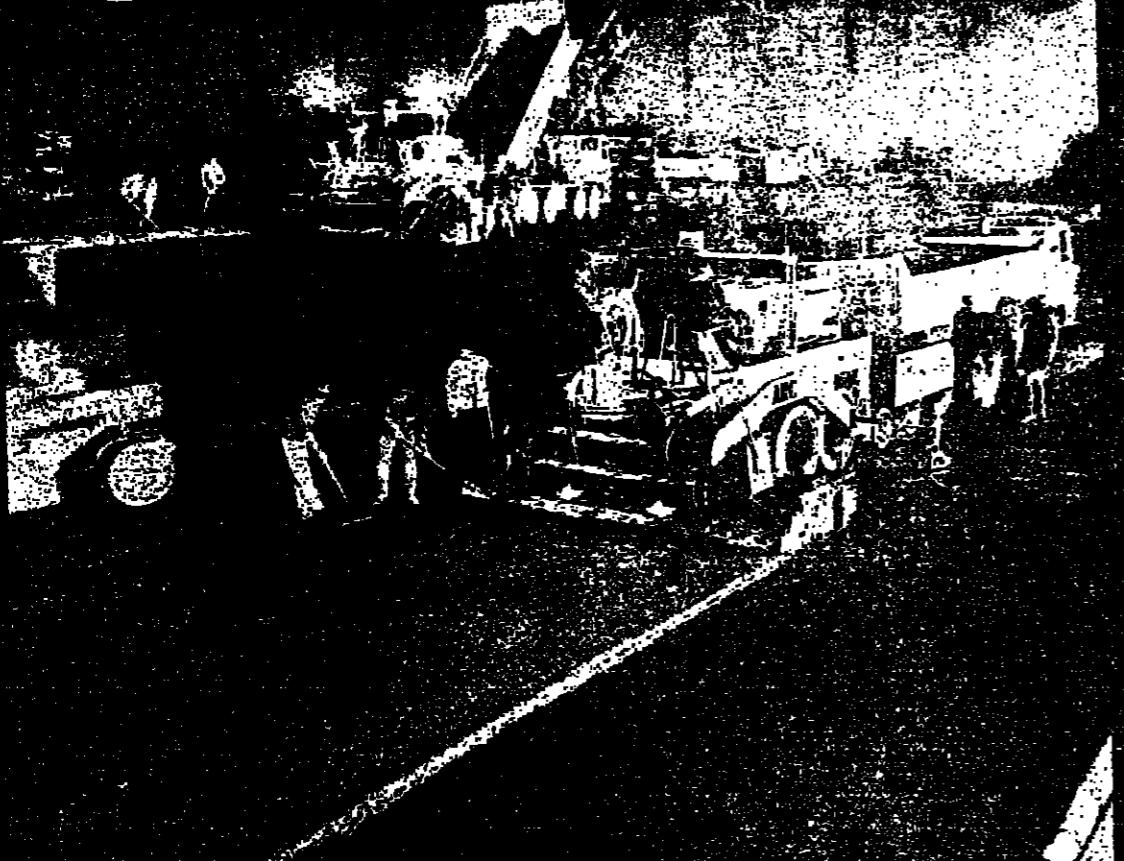
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A member of the Gold Fields Group

by Ronald Faux

On most days a field on the island of Papa Westray in Orkney becomes temporarily an airport as a Loganair Islander aircraft touches down at the end of one of the world's shortest scheduled air routes. With the wind on the nose, a similar airport on adjacent Westray is a mere minute's flight away. The distance between the two islands is less than the length of a Beaufighter runway, distant as the wind and manure, brings vets to animals, teachers to pupils, island folk to and from the mainland. It is an invaluable life-line to remote communities and the busy sail in higher fares and note of its engines brings costs. The eight Summerville homesteads in Shetland, Kirkwall land, too, a similar island-Stornoway, Benbecula, Islay hopping service reduces a long voyage of several hours to a flight of a few minutes. Civil Aviation Authority but

and in the Western Isles, Islander aircraft link Stornoway, Benbecula and Barra, where landings on the beach depend on the tide being out.

Scotland has a number of small airports on which local inhabitants have grown to depend and which have played an important role in keeping community life going in distant corners. Westray is a mere minute's flight away. There has naturally been some concern over suggested trans-ference of control of the eight principal small airports in the Highlands and Islands to the British Airports Authority. The British Airports Authority could re-commence its busy sail in higher fares and increased passenger fares have been imposed to recover the cost of bringing an airfield up to BAA standards and hiring the extra

staff that a formal structure would require.

Sumburgh has already been improved beyond recognition by the expenditure of £1m on extending the new runway and on radar equipment to overcome the problems from the sea fog which so frequently blanket the island.

After a long silence on the subject, the BAA has reacted strongly to criticisms that a big and expensive brother is about to take over the small Scottish airports. Mr Norman Payne, chairman of the authority, said that some misleading statements had been made suggesting the Government was under pressure to abandon the idea of change. MPs and local authorities had expressed fears that the cost of operation, maintenance and development at the eight airports would automatically rise under the BAA.

The fear has been that if the BAA brings a new structure to the small airports the relaxed and informal atmosphere, in which one man may double up in a number of jobs, will change. Critics say that wherever the BAA has moved in, higher landing fees and increased passenger fares have been imposed to recover the cost of bringing an airfield up to BAA standards and hiring the extra

One factor they took into account was that the airports operated at a loss. The BAA had proposed a package of measures in case it was suggested it should take over the running of the airports.

If the BAA acquired the airports it would not increase landing fees in the following year.

CAA staff employed on direct airport duties at the eight airports would be offered employment, he added. More important, the character and the systems under which the airports operated would not be changed.

Local authority airports have an important role in the future, both locally and within the needs of regional and national policy. Only they can convince the Government that they should remain under local control.

The author is Local Government Correspondent, The Times.

Authority itches to control isle-hopping 'fleas'

The Government has asked the BAA to look into the implications of a change of ownership.

The BAA claims to have better resources in planners, engineers and operational staff. The problem has been that some small airports, in particular those in Shetland, Orkney and in a lesser extent Inverness, have become very busy through the development of North Sea oil and gas fields, which worked successfully at Glasgow, Edinburgh, Aberdeen and Prestwick, the Scottish airports which the authority now operates.

The chairman complained that there seemed to be a feeling that the BAA had decided to get its hands on the eight small airports. What had actually happened was that the Secretary of State for Trade had last year announced a review of the future of the airports.

Certain of them with a purely social role were emerging as important points in oil industry development. Specialized airport management support was likely to be called upon.

Since expert knowledge was not the main responsibility of the CAA, the BAA was asked to look at the implications. The Department of Trade was now considering the BAA report.

One factor they took into account was that the airports operated at a loss. The BAA had proposed a package of measures in case it was suggested it should take over the running of the airports.

A suitable capital grant should be agreed for their proper development and equipment.

"This is not to say they would be expanded and built up in a lavish manner," Mr Payne said. The authority would also seek an operating subsidy for a period of years to cover losses.

It hoped, by careful management, and by not destroying the character of the operation, that this subsidy would not have to be increased. This would be achieved by ensuring the good operating practices that had been developed.

Consultative committees would be set up between the BAA and the larger airports in the less airport users, a practice

'Midges' put out feelers

by Christopher Warman

Since the first municipal airport received its licence to operate in 1929 this branch of local enterprise has blossomed until there are now some 40 airports in the United Kingdom owned by local authorities.

A mixture of civic pride and commercial sense has contributed to this expansion and although the inflation of the past few years has plunged most of them into deficit, the local authorities concerned determined to continue to operate their airports for the benefit of their area.

Not all the municipal owners operate their airports and their 28 designated municipal airports, extending from the international airport at Manchester (Ringway) down to much smaller enterprises such as Coventry (Baginton).

Some are run by a single local authority, a county or district council. Merseyside Metropolitan County Council operates Liverpool Airport while Bristol and Southampton are run by their respective district councils. Others, such as East Midlands, are run by a consortium of the county and district authorities in the area. There is another category into which the rest fit, where the operation is contracted out to a company by the municipal owner.

During the past few years the municipal airport owners, represented by the Joint Airports Committee of Local Authorities (JACOLA), has pressed the Government for financial assistance to meet the enormous difficulties of administration and the provision of technical services. This has not been forthcoming, although certain airports, including Manchester and Birmingham, have their air traffic control services provided by the national organization. They pay for the service, of course.

Most of the locally-run airports have invested in the future through large capital plans, which form a continuing financial burden, and with the galloping inflation of recent years have found themselves in deficit. At present, only we expect this year to make a profit or break even.

Where there is a loss the ratepayer has to pick up the bill, but it is argued by local authorities that this is money well spent, because an airport link is becoming essential in regional planning and as an incentive to the attraction of industry and jobs.

The Government does assist with capital development. Birmingham, for example, received nearly £2m in grants towards the cost of runway and terminal extensions. Other grants have gone to several, including Carlisle and Teesside, to stimulate industrial development.

One reason for the deficits is the level of charges and fees which form the airport income. This has been far too low to give local airports much chance of economic viability, and a new scale has been put forward by their committee on charges for introduction next April. It is also hoped to bring in its wake an agreement that the scale will be linked to the retail price index, to avoid any repetition of the embarrassment of recent times.

For our or two of the locally operated airports, the financial pressure is becoming too great, and feelings are being put out to see whether the British Airports Authority would like to take over the responsibility.

If a money-losing local airport is designated part of the regional network with the likelihood of extra business, the BAA might be more disposed to take it over.

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Costs strain the friendship

by Arthur Reed

The 90 airlines which use airports in Britain have an uneasy relationship with those whose job it is to run them. At a policy level they generally believe that they are charged too much for the services they receive, while on a day-to-day basis the cooperation between the two sides is excellent.

The airlines have a case for saying they are asked to pay too much, but this is not necessarily the fault of the airport landlords. In the case of the British Airports Authority, it has been given by government a target rate of return on net assets employed, which Sir Peter Mansfield, former chairman of the authority, pointed out at the recent International Air Transport Association annual meeting in Madrid, is far in excess of anything which the airlines have achieved over the past 30 years.

During the financial year 1976-1977, airlines paid the authority £43.4m in landing fees and a further £3.6m in parking fees, compared with £3.5m and £1.7m respectively in the previous year. As the authority pointed out in its annual report for their most recent year, "We increased our landing fees in 1977 and took a further



One among the many routine tasks—involved contracts worth millions of pounds which keep airports operating smoothly.

for the services they receive at Britain's airports, the cost can only fall on the taxpayer, many of whom, it will be argued, never use airports.

The feelings of the airlines is that they are being asked to pay for the services which they use both at airports and between airports at a rate which has never been applied to other forms of transport.

Not only must they pay the commercial rate for using runways, but they are being expected in the near future to meet all the costs of navigation and of security.

These are costs which they can only pass on to their customers in increased fares and rates, and the airlines make the point that if they raise their charges too much they will lose traffic—a trend which, in the long term, can only harm the country's exchequer.

So the arguments continue, but the trend appears to be strongly towards the airlines, and therefore the

Acme Industrial Cleaners

big contracts covering most of the country's big airports to clean some three million square feet of floors and thousands of windows on a continuous programme. Their contracts at Heathrow alone cover almost 500,000 square feet of floor area and 150,000 square feet of glass.

On a daily basis, there appears to be generally excellent cooperation between those who run the airports and those who use them. Each terminal has its manager representing the airport owner and he keeps in close touch with the managers of all the airlines which use the terminal and its facilities.

It is a jigsaw with thousands of interlocking pieces, for the 50,000 employees who work at Heathrow, for instance, belong to hundreds of different companies, all with different responsibilities.

Such cooperation will be even more important as the aircraft using Britain's airports become bigger and more expensive so that speedier "turnarounds" between flights will be economically vital.

Constitutions between all the parties must begin to allow them to take new developments as envisaged so that the latest ground-handling equipment can be installed to ease this process.

Poor relation may get a bigger share

General aviation — from early in the next decade, however welcome, will meet the continuing need in London and South-east England for an airport devoted entirely to executive aviation.

France has, in the past two years, established such a facility at the old international airport Le Bourget on the northern outskirts of Paris, complete with a specialized terminal and maintenance area. RAF Northolt, north of Heathrow,

At the same time, the business aircraft facilities at Gatwick, Heathrow, Edinburgh and Aberdeen airports will be improved.

None of these measures,

Pressure of aircraft movements and passengers on the two major London airports, Heathrow and Gatwick, will mean that both will become restricted to business aircraft

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Pressure of aircraft movements and passengers on the two major London airports, Heathrow

Fast trains link Heathrow with West End

by John Young

On December 16 the Queen is due to open the new Heathrow Central Tube station, the terminus of the extended Piccadilly Line. There are some doubts about whether all the work will be completed in time, but London Transport says doggedly that it sees no reason to postpone the core

airport other than by car or coach bemoans an extraordinary lack of coordinated planning.

It is possible, indeed likely, that if the clock could be put back, Heathrow would never be selected as a suitable place for an airport:

but, once that decision had been taken, it should surely have been possible to do more than rely solely upon a spur road from a stretch of motorway that was bound inevitably, even without the extra airport traffic, to become one of the busiest in England.

At peak periods the M4 is seriously congested, and many flights are missed by people caught in traffic jams. By 1985 or so, particularly if it is decided to go ahead with new terminal buildings, the difficulties are likely to be greater.

The British Airports Authority's belated decision to place increasing reliance on Gatwick for scheduled flights, and to divert all charter flights away from Heathrow, only serves to emphasize another glaring inadequacy: namely the lack of satisfactory communications between any of the airports serving London.

A few months ago the authority announced that it was proposing to start an experimental helicopter service between Heathrow and Gatwick. But helicopters can never provide mass transit; they are for those for whom time means money, and who

have plenty of the latter. The failure to link Heathrow with Victoria by a simple addition to British Rail's Southern Region network, and to develop Victoria as a multi-purpose rail/bus/coach/underground interchange, may well have been taken, it should surely have been possible to do more than rely solely upon a spur road from a stretch of motorway that was bound inevitably, even without the extra airport traffic, to become one of the busiest in England.

Gatwick is more fortunate than Heathrow, in being served both by a fairly fast and frequent rail service from Victoria and by a spur from the M23. But the M23 stops short of the outermost south London suburbs, petering out in a maze of congested shopping streets; a road journey from Gatwick to say, Stansted, is almost too horrific to contemplate.

Stansted itself, which seems likely to become London's third main airport by 1985, lies close to new rail links to London, and to a motorway; indeed there is more than a suspicion that the motorway was built for that very purpose. Should the Maplin project ever be revived on the scale previously envisaged, there would be strong pressures not only for a new motorway but for a high-speed public transport connexion with central London, possibly by mono rail or tracked hovercraft.

The fact is that, as the

authority has admitted, providing efficient air transport for an area of

the size and population of Greater London and the South-east, in a way that developed as an alternative does not conflict with Manchester, particularly regional planning policies or for charter flights, would probably require some road improvements, but on a modest scale. Birmingham is almost ideally placed, close to the M5 and M6, shortly to be linked by the M42, and close to the National Exhibition Centre and Birmingham International station on the main line between Euston and New Street.

Liverpool, were it to be developed as an alternative to Manchester, particularly in the provision of equipment and facilities for passenger and cargo handling, is perhaps less good, more from force of circumstance than from any lack of awareness of the customer's needs.

The absence of any national policy for airport development, coupled with the uncertainty that has prevailed in recent years as the Government grappled with the formulation of such a policy, has not created the best climate for investment in airport facilities.

By contrast, the regional airports outside the South-east appear to have few communications drawbacks.

Far from being overwhelmed by demand, they are keen to expand their operations and, short of

a drastic change in character such as might be induced deliberately at, say,

Bristol or the East Midlands, appear to have adequate access for the foreseeable future.

Prestwick, something of an anomaly among British airports because of its location and the nature of its traffic, is predominantly international. It

is officially considered to present no important communications difficulties, although those who have found themselves in a summer weekend traffic jam on the outskirts of Ayr might take a different view.

The author is Planning Correspondent, The Times.

Oh, Mister Porter, what shall I do?

by David Woolley

baggage handling system in the new Swissair terminal at Zurich, to take just two examples, are not to be found on Britain. Had the project for a new airport at Maplin gone ahead, things might have been different.

Nevertheless, plenty of innovation is to be found at British airports stand comparison with those of any other country. The provision of equipment and facilities for passenger and cargo handling is perhaps less good, more from force of circumstance than from any lack of awareness of the customer's needs.

The absence of any national policy for airport development, coupled with the uncertainty that has prevailed in recent years as the Government grappled with the formulation of such a policy, has not created the best climate for investment in airport facilities.

The airport is the only one in Britain—and one of the few in the world—to have specialized radar for surveillance of aircraft and vehicles on the ground. In the wake of a recent disaster, the need for such a system is clear, and the British Airports Authority, finances are

tenuous.

Opportunities to develop and install advanced systems for passenger terminals have, moreover, been limited by the fact that few such terminals have been built or

sorrounded in recent years.

The equivalents of the tracked "people-mover" transit system that operates between terminals at Seattle-Tacoma airport in the United States, or the automated

aircraft tyres—is clearly vital to flight safety.

The British Airports Authority has introduced its own twin-engined Shrike Commander aircraft for the flight inspection of visual aids at its seven airports.

Several recent developments have taken place in airfield fire services. A concept gaining ground internationally is "rapid intervention", in which small, high performance crash tenders are deployed to the scene of an accident to "knock down" the incipient fire and establish a rescue path pending the arrival of the heavier and slower fire-fighting force.

The British Airports Authority has introduced 14 Chubb Spearhead four-wheel-drive rapid intervention vehicles, designed to carry a 3-ton payload at more than 70 mph and with an acceleration of 0-50 mph in less than 21 seconds.

At the top end of the scale in airfield crash trucks is the Chubb Pathfinder, a 37-ton six-wheel-drive vehicle with a 15-ton payload and a top speed of 60 mph. Two Pathfinders have been supplied to Manchester Airport, and the vehicle has incidentally achieved success in export markets (New York's Kennedy International has bought one).

Electrical ground power is usually supplied to parked aircraft from mobile generators. At Heathrow's terminal one, however, British Airways European Division installed a Houchin fixed system, in which central generators supply power by fixed cables to each individual aircraft parking position. It was the first such installation in Britain.

Certain technical problems, chiefly concerned with transmission of alternating current at the high frequency demanded by aircraft systems, had first to be overcome. A second system is planned by the British Airports Authority for installation at Gatwick.

The author is editor, Airports International.

We'll take care and get you there

by Arthur Reed

used the extra income to buy additional automatic security equipment.

Whether it is Heathrow or the remotest location in the Scottish islands, every British airport must be security-conscious these days.

The recent hijackings of airliners on scheduled services has proved that the industry's guard can never be lowered. The cost of anti-piracy measures at British airports has continued, and such measures put an additional strain on staff and airport facilities.

There are 28 airports in Britain that are considered both active enough and sufficiently under threat to have a permanent security system installed.

The cost of these measures works out at about £15m a year,

although it is likely to rise to £19m next year.

The bill for security is at present met by the Government but, as foreshadowed in the Queen's Speech last month, the responsibility for cost is to be transferred to the airports. They will recoup their costs from the airlines, which in turn will recoup theirs from passengers.

The plan is to charge every arriving passenger 80p—a modest enough amount which every traveller would surely be pleased to pay if he were guaranteed safe arrival.

Many would be prepared to pay more for such a guarantee, and opinion in some parts of the British airports industry is that the Government should have set the individual figure higher and

fine that it gives an instant alarm even if there is only a trace of explosives material present. The X-ray and explosives tests are carried out simultaneously and the luggage is ready for picking up by the passenger within a few seconds.

British Airways has ordered 16 Rapidx systems worth £500,000 for installation in the long-haul terminal three at Heathrow, to bring the total number in use for some time at present to 26. The Concordes now in use at terminal one have had Rapidx screening since supersonic services began.

Although it is the major part, the vetting of passengers and their baggage at British airports does not constitute the entire security effect. Cargo and mail also need to be screened, the entire "airside" of the airport—the area where the airliners are parked—must be made secure, and outlying sites such as navigational aids, runway lighting and electricity sub-stations, all of which could constitute targets for the air pirate, must be guarded.

Remote-control devices can take care of most of these tasks, but their installation, most effective use, and maintenance call for a great deal of skill.

Aviation security is a highly specialized business which would benefit from a greater level of cooperation between those who run the airports, the airlines, government, security firms, systems manufacturers, and all the other parties involved.



This security installation combining X-ray metal detection with vapour testing for explosives is in use at Heathrow.

The first train to Heathrow will arrive 41 years late.

Today trains will arrive at Gatwick every 15 minutes from Victoria.

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ABSENTEEISM IN THE HOUSE

The way in which the House of Commons has been dealing with the Scotland Bill has been a poor advertisement for the processes of Parliament. It is true that the zeal of MPs cannot be judged solely by their attendance in the House. They have other duties, at Westminster and in their constituencies. They may be fulfilling valuable functions on a committee of in pursuing their own research. But when every allowance has been made the impression conveyed by the attendance table published in *The Times* yesterday is not that of a legislature that is examining with appropriate rigour one of the most important constitutional measures to come before Parliament for many years.

The facts of attendance are indeed shocking. At no point until immediately before the 11 o'clock division were there more than forty members in the House. From 4.10 to 10 o'clock the Labour members never rose above thirteen, and generally came to no more than six. At 5 o'clock and again at 9.30 the total numbers fell to eighteen, represented at 5 o'clock by five Labour members, ten Conservatives, one Liberal and two SNP. For most of the evening only 2 per cent of the Labour Party in Parliament and only 5 per cent of the Conservative Party attended the debate. It is on all sides agreed that this measure could decide the future unity of the United Kingdom. These numbers fall far below what would be required by a reasonably attentive scrutiny.

There are a number of possible explanations for this. One of the

most obvious is the effect of the guillotine. As the debate is hurried on from one clause to another with major proposals for amendment left either undiscussed or given only cursory treatment, it is not surprising that some members should feel that their presence in the chamber is a waste of time. Such an attitude is unjustifiable but also understandable. There is also the psychological consequence of the guillotine: so much of the normal parliamentary battle is over the use of time, with delay the principal weapon in the hands of the Opposition, that there is a tendency to regard the issue as settled once a timetable motion has been passed. So far as the ultimate passage of the Bill is concerned that may prove correct, but such an attitude takes no account of the fact that this is a piece of legislation where the details may be critical.

Conversely, there is the explanation that because the proceedings in Parliament will not be the last word on the Bill—that being given to the people of Scotland in a referendum—the critics are not required to offer as relentless opposition as they would otherwise have done. That may sound a plausible argument, but is in fact a specious excuse. In the referendum the Scottish electorate will be given the choice of voting for or against the Bill that Parliament has passed. No amendments can be made at that stage. The prospect of the referendum does not therefore reduce by one jot the responsibility of members to scrutinise this measure clause by clause.

PORUGAL'S FIRST NORMAL CRISIS

In 1974 Portugal lurches out of years of stultifying dictatorship, stumbled wildly to the left, caught itself, and then voted in 1976 for a recognisably west European mixture which brought to power a left-of-centre government under Dr Soares, a man well known and trusted by the social democrats of western Europe. Relief among western democrats was almost as great as their fears had been earlier. The communists had burnt their fingers, democracy had triumphed in free elections, and the country seemed on course towards membership of the European Community. It was tempting to believe that its woes were over.

Even now, after the Government's failure to win a vote of confidence, there is no need to be too worried. Parliamentary defeats and caretaker governments are nothing out of the ordinary in western Europe. There is every chance that a democratic solution will be found. But the stresses remaining from 1974 have not been wholly eliminated, and a national consensus is still difficult to find. Dr Soares, whose Socialists won just over 35 per cent of the vote last year, has been running a minority government ever since, and has had the bad luck to be trying to put the country on its feet at a time of great economic stress. The reserves built up during the Salazar years have dwindled. The balance of payments deficit

is running at more than \$1,000m a year. Imports have doubled since last year. Wages rose rapidly after the revolution, but prices have been hot in pursuit, so the real gains are threatened. Unemployment is around 18 per cent. An austerity programme has become essential and is the condition for an IMF standby credit of \$50m and a medium term loan of \$750m. Taxes must rise, imports have to be reduced, credits tightened, and public spending cut. The list is familiar enough, and so were the reactions. Dr Soares needed the support of other parties and failed to get it. He has been criticized for a pig-headed determination to govern alone, and perhaps he should have tried harder at an earlier stage to form a coalition, but it is not easy to see what shape it could have taken. The model offered by the Spanish deal in October was not transferable to Portugal. Spain's communists are willing to work as democrats. Portugal's communists are a different breed and are still linked closely to Moscow. To have tried to work with them would not only have been politically difficult within Portugal but would also have destroyed a lot of the foreign confidence on which Dr Soas depends.

To work with the right, on the other hand, would have been unacceptable to the left wing of Dr Soares's own party, and would also have provoked a con-

THEY SHOULD HAVE THE RIGHT TO REPLY

The Labour Party decision to attack the National Front in a party political broadcast cannot have been taken lightly. There was the obvious danger that the National Front are avid for publicity and that any attack was bound to create publicity both in itself and in reactions to it. But the National Front have made, and may still be making, some inroads into the Labour vote, particularly in certain London constituencies. The Labour Party may be right in thinking that a head-on attack is the best way of preventing further loss of votes, though our view would be that they are wrong.

There can be no complaint about the broad character of the attack. That was made; the National Front are, by their own account, a racist and nationalist party. These were the essential ingredients of the Nazi Party. The National Front have also recruited people who enjoy violence, and that too parallels the early development of the Nazis. The National Front are an extremely unpleasant development in Britain's life, although its support has not so far gone beyond what one might expect a fringe extremist party to be able to achieve. On the other hand, the Labour Party should have informed all those interviewed that they would appear in a party political broadcast. Sharp practice is equally odious in politics and television—but doubly odious in political tele-

vices and the Liberals would have. It is a matter of natural justice that they should be entitled to defend themselves against an attack which has been made on all television channels. If this were a press matter, they would have a clear right to reply under Press Council's rulings. Only a week ago the Press Council reaffirmed its position. "The principle is that any person or organization attacked in the columns of a newspaper or periodical is morally entitled to space for a reasonable reply (which may constitute a correction or explanation) whether by letter or statement published editorially, the reply being confined to the subject matter of the attack and being reasonable both in content and in length." This ought also to be the doctrine of the BBC and the IBA. In this case the fact that the material was supplied by a political party, and had to be broadcast, does not affect the principle of a right to reply, though it may account for the BBC's mistaken decision to refuse a reply.

This does not mean that the National Front ought to be given the right to a party political broadcast of their own. Properly conducted interviews on each channel with one of their spokesmen would be a satisfactory form of reply, in which they could be confined to the subject matter of the attack. But, so long as they are a legal party, they are as much entitled to equitable treatment as anyone else. If they get it, that will be a demonstration of the vitality of our democracy.

The National Front are not, however, a prescribed party, nor

is it desirable that they should be so. It would be extremely difficult to produce a satisfactory definition for any general law which banned parties like the National Front. If one were to ban parties because they were totalitarian in their objectives, then, plainly, the Communist Party would have to be banned. It is not easier to find a satisfactory definition of racism. Black consciousness movements are racist in character, and the United Nations, in one of its more grotesque moments, defined Zionism as a racist movement. It is plainly undesirable to limit people's political freedom on the basis of such hazardous definitions. The right course therefore, is to allow the National Front the ordinary liberty of British political life so long as they do not break the law, and to trust that we shall have sufficiently tough minded magistrates and judges to send members of any political party to prison if they deliberately commit acts of violence on the streets. So far, the majority of such acts of violence have been committed by the extremist left.

If, however, the National Front are to be treated as entitled to the normal benefits of the law as well as being subject to its normal constraints, they are also morally entitled to the same treatment by the BBC and independent television as any other citizens ought to have. They have been attacked in a party political broadcast, and they do not themselves have a party political broadcast in which to reply as the Conserva-

tives and the Liberals would have. It is a matter of natural justice that they should be entitled to defend themselves against an attack which has been made on all television channels. If this were a press matter, they would have a clear right to reply under Press Council's rulings. Only a week ago the Press Council reaffirmed its position. "The principle is that any person or organization attacked in the columns of a newspaper or periodical is morally entitled to space for a reasonable reply (which may constitute a correction or explanation) whether by letter or statement published editorially, the reply being confined to the subject matter of the attack and being reasonable both in content and in length." This ought also to be the doctrine of the BBC and the IBA. In this case the fact that the material was supplied by a political party, and had to be broadcast, does not affect the principle of a right to reply, though it may account for the BBC's mistaken decision to refuse a reply.

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LETTERS TO THE EDITOR

Britain's economic standing

From Lord Kaldor, FBA

Sir, Mr Michael Shanks writes in your issue today (December 5) that "now that we are no longer impoverished" (my italics) we must do a lot of costly things for the sake of our European partners, such as revalue the green pound, rejoin the snake, abolish all restrictions on overseas investment, or at least on all direct investment to other EEC countries, and abandon the 25 per cent surcharge rule.

The interesting question is why he says that we are "now no longer impoverished"? The word "impoverishment" according to the Oxford English Dictionary means a "loss of wealth or means". What is it that has changed since last year to make us better off? Our GNP is no higher, our unemployment is greater, and the real earnings of wage and salary earners are 6.8 per cent lower than they were a year ago, and they are now only half as high as those of Germany, France, Belgium and Holland. The reason is that the pound is stronger on all exchanges than it was in 1970, and the great deal lower than in 1973 as well as the adverse change in our terms of trade. There is no doubt that but for the increased import penetration which was in part at least the direct consequence of our entry into the EEC, our manufacturing output would be at least 25 per cent higher than it is now.

The main cause of this "impoverishment" was not the weak pound but the virtual stagnation of our manufacturing output which is down by 23 per cent compared with 1970 (a great deal lower than in 1973) as well as the adverse change in our terms of trade.

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Mr Shanks' preoccupation is all the more remarkable because he maintains that the 25 per cent surcharge rule is not sufficiently aware of this "impoverishment".

This seems to me to be disquieting evidence about the health of

The Crown Agents inquiry

From Mr James Mark

Sir, In his speech in Parliament yesterday (December 5) Sir Harold Wilson gave the impression that when Mrs Hart proposed at an earlier stage to publish evidence about the affairs of the Crown Agents, a powerful group of unnamed people acted together to prevent disclosure. Neither he nor she could do anything in the face of this.

This prompts three comments. First, if he has accusations against people he should name them. His failure to do so encourages a theory of government by conspiracy which obscures understanding and undermines public morale.

Second, what are Prime Ministers for? If Sir Harold thought that there was such resistance, why did he not act to overcome it? His statement is a confession of failure on the part of himself and his ministerial colleagues. It creates a desire of distrust of those who serve him that can only undermine the relations of confidence which are essential if our system is to work at all.

But, third, according to your Parliamentary Correspondent, the speech had a decisive effect on the debate. If the outcome is to bring the truth to light more successfully, this is obviously all to the good. But the fact that a case put in this way could have so much effect on the part of Parliament, it is the beginning of British institutions are invaluable sales literature for our competitors.

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THE TIMES

BUSINESS NEWS

Portugal: How far should austerity go?
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Anger mounts as orders for fitting out Polish ships go outside Britain

By Peter Hill
Industrial Correspondent

Contracts for much of the marine equipment for the 24 ships in the £115m British deal with Poland are being placed in Poland and other European countries.

British marine equipment suppliers, desperately short of work like the shipyards, yesterday attacked the terms of the deal, particularly since some of the equipment being manufactured in Poland will utilize know-how agreements negotiated by British companies.

Mr Donald Maxwell, director of the British Marine Equipment Council, said last night: "It is now emerging that rather more equipment is to be supplied from Poland and from our own countries than we were led to believe earlier."

"We feel it is imperative that the Government should clarify what prospects there are for United Kingdom marine equipment companies to participate in this contract."

According to the council, a range of equipment orders have already been placed or are about to be placed outside the United Kingdom. The value is estimated at £1m.

Gearboxes are to be built in Poland using a German licence, lifeboats and galley equipment are to be supplied from Poland—propellers—including a package of 10 for the seven large bulk carriers—are to be supplied from Poland using British know-how, winches and other deck machinery is to be manufactured in Norway, sewage treatment and incineration equipment is to be supplied from Sweden and Norway respectively.

An order for deck cranes is understood to have been allocated to another Swedish company.

Many of the council's members are pressing their MPs to question ministers on the allocation of orders.

Mr Jack Graham, director of Stone Manganese Marine, Birkenhead, which manufactures propellers, said conditions had deteriorated so rapidly that workers are asking why we are not getting the work".

The company, he explained, entered into a know-how agreement with a Polish company some time ago and one of the features of the agreement was that the Polish company was prohibited from selling propellers in Britain where the know-how agreement was involved.

Legal advice was being sought.

Propellers for the seven

16,500 ton deadweight ships being built for Poland would be worth about £300,000, including the likely three spares.

"We are now being told that these propellers will be manufactured in Poland—along with the controllable pitch propellers for the smaller ships which we also have the capacity to make—and not surprisingly our workers are asking why we are not getting the work".

Mr William Ingles, sales director of Brown Brothers, Edinburgh, said: "We always knew that a percentage of equipment would be supplied from Poland but on the information that we have received it is hard to believe that it is less than the 10 per cent which has been mentioned."

British sources say that some of the Scandinavian equipment will cost nearly twice as much as the same equipment manufactured in Britain.

"If these ships were being built in France or Norway there would be little prospect of foreign manufacturers obtaining a share", one marine equipment company executive said.

A spokesman for British Shipbuilders said that 90.2 per cent of the contract's content would be British.

The survey, which has been conducted by the Tyne-side union, is to resume normal working so that these claims can be dealt with by the trade unions through established union procedures."

The Confederation has launched a major drive to rationalise wage structures throughout the shipbuilding industry, moves which the unions believe will help to prevent any recurrence of the kind of "parity" dispute that is now hitting the Tyne-side yard.

"At the same time we are in

full agreement in urging them to resume normal working so that these claims can be dealt with by the trade unions through established union procedures."

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"At the same time we are in

Sterling's rise upsets prospects for exports

By Melvyn Wesselski

Weak world demand and an erosion of price competitiveness, partly caused by sterling's strength, is causing Britain's biggest exporters to take a more gloomy forecast of their overseas trade prospects.

Exports are now expected to increase by volume more slowly in the first half of 1978, while no further decline is foreseen in export price inflation beyond the end of 1977.

These are the main features of the Department of Trade's latest survey of short-term export prospects, conducted during October. The results of the survey, the ninth in the series, were published yesterday.

Replies to the survey, which covers the period from July 1977 to June 1978, were received from 64 large companies, accounting for a third of the total value of United Kingdom exports.

The results of the ninth survey disclose the same clear pattern of previous surveys in which exports have been below earlier predictions. The volume forecasts of the large exports for the second half of 1977 and the first quarter of 1978 are sharply lower than those of the previous survey.

These companies now expect the volume of their exports to be about 8 per cent higher in the July-December period of 1977 than a year earlier. This compares with a 13 per cent rise expected at the time of the eighth survey conducted last summer.

The rise in the volume of exports in the first quarter of 1978 is now seen at 11 per cent, compared with the 15 per cent forecast previously.

The latest survey provides the first predictions about the second quarter of next year. These see the volume growth continuing at about 11 per cent. The figures all refer to the extent of the expansion in exports.

They also reveal an unmistakable slowdown between the second half of 1977 and the first half of 1978. A rise in volume of only 2 or 3 per cent is now thought likely, compared with a probable rise of about 8 per cent between the two halves of the current year.

The Department of Trade reports that a number of large exporters now take a more gloomy view about their prospects.

In addition, there are worries about a loss of export price-competitiveness, partly resulting from the strength of sterling, as well as concern about supply problems.

Leading exporters now see a slower rise in export prices in the first months of 1978 than they did before (compared with the level a year earlier), but this slowdown in the rate of price increases is not expected to continue into next year.

Taking volume and price movements together, the value of exports of the biggest exporters is, by the end of the forecast period, estimated to be about 20 per cent up on the level of a year earlier.

At present average earnings for skilled workers are about £65 for a 40-hour week and £73 with overtime. Mrs Marie Pearson of the transport workers' union conceded that the claim would breach the 10 per cent ceiling.

Mr Hugh Scanlon, president of the Amalgamated Union of Engineering Workers, will lead the union negotiating team—representing 19 different unions—in the first battle to

secure a new national agreement in engineering since the introduction of phase one of the incomes strategy.

The claim will seek to raise existing minimum rates in the industry from £23.50 to £25 a week for unskilled workers and from £42 to £47 a week for skilled men after consolidation of the £6 and 5 per cent increases that were secured at plant level during phases one and two. It also seeks a shorter working week, longer holiday and other fringe benefits.

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Hundreds of thousands' of jobs lost because of record volume of goods from abroad

American unions intensify pressure for import controls

From Frank Vogl
Los Angeles, Dec 8

America's trade union movement is intensifying its campaign for more protectionist trade policies, arguing that hundreds of thousands of jobs are being lost because the Carter Administration continues to permit the inflow of record volumes of imports.

Demand for greater protectionism ranks alongside the continuing call for more expansionist policies to promote employment as the top priorities for hundreds of trade union leaders assembling here for the twelfth biannual conference of the AFL-CIO—the American TUC.

In the introduction to the executive council's 410-page report to the conference, Mr George Meany, the AFL-CIO president, declared that the govern-

ment was permitting "unrelenting foreign imports—often dumped on the American market at lower prices than those charged in the country of origin—coupled with policies that encourage American companies to move abroad."

Mr Meany added that just as the United States cannot afford to be dependent on foreign energy supply, so "it cannot afford to be dependent on foreign nations."

Numerous trade union leaders, representing a wide assortment of industries, complain that the Administration's anti-protectionist stance is the major obstacle to achieving higher domestic employment.

They say that the orderly marketing agreements to protect the domestic shoe and colour television industries were too little and too late.

Mr Lloyd McBride, president of the steel workers' union, has said that the Government's new plan to help the steel industry and shield it from foreign competition is inadequate. He said his union "will continue to press for quota-setting orderly marketing agreements, and if voluntary relief cannot be obtained, we will demand Congressional action establishing legislated quotas".

Mr Lane Kirkland, secretary-general of the AFL-CIO, told a meeting of shipping industry union leaders that the fight would continue to get legislation that insures that American shipping carries a greater portion of American imports.

Mr Kirkland said that "the runaway ship, cut-throat foreign competition, the dumping of maritime services and the destruction of sailors' jobs have their

counterpart in what is happening to industry after industry—in steel, apparel, textiles, shoes, rubber, electronics, even prefabricated light and heavy construction components."

Unions are demanding the replacement of Dr Arthur Burns as head of the Federal Reserve Board, arguing that his tight money policies are adding to unemployment. They are also demanding more public works programmes, and are clearly disenchanted with Mr Carter's failure so far to achieve full employment.

Moreover, some leaders point out that their unions are determined to use all their substantial muscle in the 1978 congressional elections to support candidates who support trade protectionism and more expansionist economic policies.

Datsun registrations poised for 1978 surge

By Edward Townsend

Datsun UK, which has imposed a ban on further registrations of its cars for the remainder of the year, hinted yesterday that its dealers would be given a much freer rein in 1978.

A spokesman for the company, whose share of the market in the first 11 months is 1 per cent more at 6.4 per cent than for the same period of 1976, said it would be difficult for dealers to operate next year under the sort of restrictions in force during 1977.

In addition to this month's ban, Datsun has rationed its dealers in previous months to try to keep its market share at about the same level as last year and stave off the growing pressure for import controls on Japanese cars.

Dealers have continued to sell Datsuns, but only for delivery after the new year. The spokesman said there was a healthy demand for new vehicles to be delivered after December 31. Stocks at dealers are said to be "very substantial".

EEC raw material warning

By Desmond Quigley

Urgent action by governments and the European Community is needed to stimulate mining houses to embark on investments in less developed countries because of lack of confidence on the ground that mining operations were "especially vulnerable to risks of creeping expropriation".

To overcome these problems, the European mining industry, he said, had proposed that investments should be brought within the framework of treaty agreements governing relations between the EEC, member states and the host governments.

Mr Pain also called for finance to be made available at market rates linked directly to the early part of the mining project.

PARLIAMENTARY NOTICES

IN PARLIAMENT SESSION 1977-78

NOTICE is hereby given that APPLICATION is being made to Parliament in the name of the Secretary of State for Transport referred to as "the Board" for leave to introduce a Bill under the short title for purposes of which the following is a concise summary:

In the city of Plymouth in the county of Devon: Work No. 1. A reclamation and filling of the western side of the inner basin at the River Plym.

In the parish of Lydney in the district of Forest of Dean in the county of Gloucestershire: Work No. 2. A scheme to widen the river between the Flood Gates of the Lower Dore and the inner Gates of the Tideway.

In the parish of Keadby with Althorpe in the district of Boothferry in the county of Lincolnshire: Work No. 3. A line of mooring dolphins on the east bank of the river Trent at Keadby.

In the parish of East Butterwick in the borough of Cleethorpes in the county of Lincolnshire: Work No. 4. A scheme to widen the river Trent at East Butterwick.

In the parish of Hockwold in the county of Norfolk: Work No. 5. A scheme to widen the river Yare at Hockwold.

In the parish of Rye Harbour in the county of East Sussex: Work No. 6. A scheme to widen the river Rother at Rye Harbour.

In the parish of St Leonards-on-Sea in the county of Sussex: Work No. 7. A scheme to widen the river Rother at St Leonards-on-Sea.

In the parish of Rye in the county of East Sussex: Work No. 8. A scheme to widen the river Rother at Rye.

In the parish of Kingsgate in the county of Kent: Work No. 9. A scheme to widen the river Medway at Kingsgate.

In the parish of Chatham in the county of Kent: Work No. 10. A scheme to widen the river Medway at Chatham.

In the parish of Gillingham in the county of Kent: Work No. 11. A scheme to widen the river Medway at Gillingham.

In the parish of Faversham in the county of Kent: Work No. 12. A scheme to widen the river Medway at Faversham.

In the parish of Canterbury in the county of Kent: Work No. 13. A scheme to widen the river Medway at Canterbury.

In the parish of Whitstable in the county of Kent: Work No. 14. A scheme to widen the river Medway at Whitstable.

In the parish of Herne Bay in the county of Kent: Work No. 15. A scheme to widen the river Medway at Herne Bay.

In the parish of Margate in the county of Kent: Work No. 16. A scheme to widen the river Medway at Margate.

In the parish of Ramsgate in the county of Kent: Work No. 17. A scheme to widen the river Medway at Ramsgate.

In the parish of Broadstairs in the county of Kent: Work No. 18. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 19. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 20. A scheme to widen the river Medway at Dover.

In the parish of Folkestone in the county of Kent: Work No. 21. A scheme to widen the river Medway at Folkestone.

In the parish of Sandwich in the county of Kent: Work No. 22. A scheme to widen the river Medway at Sandwich.

In the parish of Deal in the county of Kent: Work No. 23. A scheme to widen the river Medway at Deal.

In the parish of Ramsgate in the county of Kent: Work No. 24. A scheme to widen the river Medway at Ramsgate.

In the parish of Broadstairs in the county of Kent: Work No. 25. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 26. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 27. A scheme to widen the river Medway at Dover.

In the parish of Folkestone in the county of Kent: Work No. 28. A scheme to widen the river Medway at Folkestone.

In the parish of Sandwich in the county of Kent: Work No. 29. A scheme to widen the river Medway at Sandwich.

In the parish of Deal in the county of Kent: Work No. 30. A scheme to widen the river Medway at Deal.

In the parish of Ramsgate in the county of Kent: Work No. 31. A scheme to widen the river Medway at Ramsgate.

In the parish of Broadstairs in the county of Kent: Work No. 32. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 33. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 34. A scheme to widen the river Medway at Dover.

In the parish of Folkestone in the county of Kent: Work No. 35. A scheme to widen the river Medway at Folkestone.

In the parish of Sandwich in the county of Kent: Work No. 36. A scheme to widen the river Medway at Sandwich.

In the parish of Deal in the county of Kent: Work No. 37. A scheme to widen the river Medway at Deal.

In the parish of Ramsgate in the county of Kent: Work No. 38. A scheme to widen the river Medway at Ramsgate.

In the parish of Broadstairs in the county of Kent: Work No. 39. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 40. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 41. A scheme to widen the river Medway at Dover.

In the parish of Folkestone in the county of Kent: Work No. 42. A scheme to widen the river Medway at Folkestone.

In the parish of Sandwich in the county of Kent: Work No. 43. A scheme to widen the river Medway at Sandwich.

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In the parish of Deal in the county of Kent: Work No. 47. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 48. A scheme to widen the river Medway at Dover.

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In the parish of Deal in the county of Kent: Work No. 51. A scheme to widen the river Medway at Deal.

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In the parish of Broadstairs in the county of Kent: Work No. 53. A scheme to widen the river Medway at Broadstairs.

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In the parish of Broadstairs in the county of Kent: Work No. 81. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 82. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 83. A scheme to widen the river Medway at Dover.

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In the parish of Deal in the county of Kent: Work No. 86. A scheme to widen the river Medway at Deal.

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In the parish of Broadstairs in the county of Kent: Work No. 88. A scheme to widen the river Medway at Broadstairs.

In the parish of Deal in the county of Kent: Work No. 89. A scheme to widen the river Medway at Deal.

In the parish of Dover in the county of Kent: Work No. 90. A scheme to widen the river Medway at Dover.

In the parish of Folkestone in the county of Kent: Work No. 91. A scheme to widen the river Medway at Folkestone.

In the parish of Sandwich in the county of Kent

BY THE FINANCIAL EDITOR

Crystal-gazing at J Lyons

First-half profits from J Lyons demonstrate forcibly the kind of uphill task it faces to trade its way out of the balance sheet strait-jacket. Making such tiny profits on its level of turnover, so the argument runs, means that it's little more than a small improvement in margins to transform trading profits.

But contrary to group hopes in June the trading improvement still looks to be some way in the future. Adding back last year's exceptional item from running the Carlton bakery, pre-tax profits are up from £6.34m to only £6.58m; although asset disposals in the year (Wimpy, the hotels side) have lopped some £2.2m off group £1m at the pre-tax level off trading profits which are up from £15.97m to £16.15m in the first half.

As it is, the poor summer cut some £1.14m from the ice cream and soft drinks side of the United Kingdom, while in the United States with Beakins-Robins standing still the strengthening of sterling has cut dollar profits.

So far as the second-half goes, reading between the lines of the interim statement indicates that the group is taking a distinctly jaded view of the outlook with pressure on consumer spending and plummeting tea prices the chief aggravating factors.

The plus point comes in lower interest charges of perhaps £4m, but at this stage the most that can be said is that earlier hopes of a £20m pre-tax profit for the year will have to be scaled back by a fifth to leave the shares at 105p sailing on around seven times this year's earnings. Unless the group appears not to be too sanguine about the dividends this year a maintained dividend provides the comfort of a 11 per cent yield.

Asset disposals and the strengthening of sterling has taken much of the pressure off the balance sheet and a "worthwhile" reduction in debt suggests something like £215-£220m by the year end but it is still a long way from getting gearing down to 50 per cent of shareholders' funds which is Lyons' aim in the medium-term.

GUS

Switching emphasis

Great Universal Stores' growth has been squarely based for the last three years on overseas earnings and results from its financial division. Now, with lower interest rates and firmer sterling turning against these operations, the pendulum has swung, and GUS is relying more on its British retailing performance.

Interim profits growth of 15 per cent to £53m on a 12.5 per cent sales increase to £566m, partly reflects improved efficiency in mail order businesses and some flow-through of deferred HP profits.

Outlets which benefit from tourism, including Burberry and the Scotch House, have also moved along strongly while Cavendish Woodhouse has made good progress in popular furniture.

Full-year profits of around £130m against £112m last time would produce a p/e ratio of 12.1 while the yield will be a mere 3.5 per cent prospectively with the shares at 34p.

Next year GUS may suffer in comparison with more United Kingdom-oriented groups as the consumer spending upturn gets underway, partly because so much of the credit-based retail profit will be siphoned into deferred profits. As such, the shares, which have enjoyed a good run up in front of these latest figures, may now enter a more pedestrian phase.

Investment trusts

Ingenuity from Chieftain

The investment trust machinery faces its first predatory unification. Shareholders in Second Broadmount, an independent £4m trust, are being asked to swap their shares for units in a new fund set up by Chieftain, one of the newer and hungrier unit trust management companies. Chieftain is nearly falling over itself in delight at its own cleverness. However, its rather cheeky approach, which has drawn no comment from the Second Broadmount board, does appear to have disposed of the thornier fiscal problems associated with so many schemes for eliminating the discount.

The immediate gain to shareholders would

لماذا اخاف الظل

Portugal: how far should austerity go?

Economic crisis played a large part in bringing down the Portuguese government and their fall is likely to bring about a new period of uncertainty which will make it harder for the country to solve its economic problems.

For although there is a range of political issues behind the decision of the right wing and Communist parties to bring down the government of the Socialists led by Dr Mario Soares, at the heart of the immediate crisis is the debate about the degree of austerity that the country should accept and what it should do in its talks with the International Monetary Fund.

It has been growing clear for some time that Portugal would probably be the first test case for the IMF's attitude to recessionary conditions in talks which could be forthcoming. Although the amount of money the Fund has been offering Portugal is derisory compared with its problems (£50m compared with an expected deficit this year of about £1,000m to \$1,500m) the talks with the Fund have assumed crucial importance.

For the Fund has set a deadline of 12 months for certain countries who between them have agreed, sometimes under heavy American pressure, to lend the Portuguese \$750m if Portugal can agree terms with the IMF on a second drawing of resources from the fund.

That money is essential to Portugal; the country's reserves have been stripped to the gold component over recent years, leaving them dangerously exposed in the short term because of the relative illiquidity of the assets which they possess. Average debts are about £3,500m, with little prospect of borrowing more, from commercial banks unless the country gets a seal of approval from the international authorities and from the club of countries which have agreed in principle to lend money.

The country has thus become in practice a test bed for many of the ideas which have been imposed sharp cuts in living standards.

The case for stabilization is easy made. Inflation is running at about 30 per cent and shows no sign of easing during 1978 unless something is done about it. Although 1977 was meant to be the year in which hard work and austerity would start pulling the economy round, in practice the austerity has not been applied and the calls by the government to increase productivity have met little response.

The results show that the economy as a whole has gone into reverse quite rapidly but with a rise in consumption continuing to provide the main driving force. Government spending this year is up by a quarter, while the revenue which it raises has gone by only about 10 per cent.

This broadly expansionary stance has certainly increased output. Gross national product is likely to rise by about 6 per

cent this year compared with 4 per cent in 1976 and a 3 per cent fall in 1975. But little of that growth has taken the form of investment, though there has been some recovery in recent months from the very low levels touched in 1975.

Even more disturbing, there has been little in the way of an upturn in investment in the sectors on which the country relies to provide its exports, because these are still overwhelmingly in private hands. Although the Portuguese government owns just over half of all industry and at present accounts for 70 per cent of new investment, something like 90 per cent of exports come from the private sector.

The private companies, in industries such as textiles, are undercapitalized and unsure of their role. In the present world recession, with low cost producers from developing countries desperate to sell on world markets, the sharp increase in wage costs which coincided with the move to democracy in 1974 has put them at a dangerous disadvantage.

The position of agriculture is little better, with a huge workforce (accounting for about 30 per cent of the employed population) failing to produce enough to meet even half the country's food needs. Part of the shortfall is caused by climate, which means that most grain has to be brought abroad; part is caused by inefficiencies, most strikingly in the fishing industry; and part by the specific bad luck of a bad harvest this year.

The country's response to these shortages, and other shortages as well, has been to import more from outside rather than to cut back, and it is this which has attracted the particular censure of the IMF and of some of the countries who will be asked to contribute to the loan. In the talks between Portugal and her potential creditors the fund seems to have taken a tough line, calling for a substantial devaluation of the escudo, a much tighter monetary policy



Planting seedlings on a forestry and pulp mill project at Leirosa, Portugal. The country's living standards are still well below the average for the rest of Western Europe.

country went on a minor spending spree in 1974 and 1975, it has still been forced to accept a standard of life far below that of most of its neighbours.

Portugal's real problem is that during the years of Salazar rule it missed out on the modernization and industrialization which occurred everywhere else in Europe, including Spain, where the political system was in many ways similar.

It is now trying to modernize, with some spectacular (and possibly wasteful) large projects designed to give it a sound industrial base at a time when the world is a very difficult environment for countries even to hold on to what they already have, let alone improve on their position.

Adding the strain of making the very rapid adjustment implied by the IMF's demands has now proved too much for the country's first democratically elected government. We shall see very soon whether it is also too much of a strain for the democratic system there itself.

programmable nature of the microprocessor.

To accommodate the programme and exploit the full possibilities, a new method of storage combining high capacity with low cost is needed. Dr Forte believes that this will come via the standard tape cassette, a development which is being pursued jointly by General Instrument Microelectronics and EMI.

The addition of numeric keyboards and other programme devices could lead to calculators in which the complete sequence of calculation is displayed on the television screen. All the elements of a complete, interactive computer terminal are possible.

What is emerging, and the emergence will be very rapid, is a range of plug-in optional extras for the home television receiver.

A microprocessor about the house

Kenneth Owen
Technology Correspondent

terminal for use by all the family".

Already microelectronics has made possible remote control (initially ultrasonic, more recently moving to infra-red frequencies) of television sets, including advanced tuning features. There is no reason why the virtues of this pre-set digital tuning and remote control should not be applied to audio systems, too.

In fact, the semi-conductor industry is now able to incorporate a wide range of measuring and gas meters via the telephone.

Among the new possibilities in the living room Dr Forte mentioned the recently introduced electric piano, a simple version of which, selling for less than £100, can be plugged into an existing hi-fi system. Unlike existing types of electronic organ, the circuit for the electronic piano can provide a sense of touch and simulates the sound of a hammer-action instrument.

But the biggest impact of digital technology in the living room has to do with the television set. Dr Forte says that this "will cause a social revolution in the home, transforming the passive television set in the corner into an 'interactive' game, like the single-chip calculator before it, created a new industry almost overnight. Sales of the microcircuits for this game, developed by Dr Forte's company at Glenrothes, have exceeded 10 million units since the device was introduced only two years ago.

More advanced games have been introduced. They include battle games and ball games in which fuller and more subtle control can be exercised. These all use circuits which are "dedicated" to particular types of games. But, for the future, advantage will be taken of the

programmable nature of the microprocessor.

To accommodate the programme and exploit the full possibilities, a new method of storage combining high capacity with low cost is needed. Dr Forte believes that this will come via the standard tape cassette, a development which is being pursued jointly by General Instrument Microelectronics and EMI.

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BLACK DIAMONDS PENSIONS LIMITED
(A company wholly owned by the National Coal Board Pension Funds)

The Offer for the Ordinary Shares of THE BRITISH INVESTMENT TRUST LIMITED

closes at

3 p.m. on Monday, 12th December, 1977.

Ordinary Shareholders who have not yet accepted and who wish to do so are therefore urged to accept without delay.

Business Diary: Wiggin changes direction • Victory rolls



"Yes, but I'm almost equally worried about what the Americans are going to do with their North Sea oil revenues."

Marsland has already contributed £5,000 towards the appeal fund to keep the animals in food and the local council has written to some 600 businesses seeking long-term support.

The present owner, Scoria Investments, which is the subject of a Department of Trade inquiry, was to close the zoo this week. A "leisure centre" was planned for the site.

It seemed that the efforts to keep the zoo open by supporters such as Eddie Marsland, chairman of foundry group Midland Industries and a former chairman of the zoo, were doomed. Marsland and associates, who own preference shares in the zoo, were not successful in buying it from Scoria.

Now, the Bristol and Clifton Zoological Society, which owns Brismill's zoo, has come forward to buy Dudley and run it with help from local business people.

denied failed completely in my last year as editor. In particular, I included one of Mr Moller's colleagues a written statement of the British view on unit pricing, outlining all the British objections in detail."

Professional bodies in the food industry are worried about the way in which the traditional boundaries between them are being changed by EEC rules. Pressure for unity in overseeing the production of animal products, for example, as well as working on the measures when office is a conspicuous example.

A new and demanding British qualification which will strengthen professions against such inroads is to be introduced by the Institute of Food Science and Technology. It will be called the Mastership in Food Control, and only about 20 a year will be awarded.

Professor John Coppock, president of the institute and a leading academic in the baking industry told Business Diary: "We have tried to set up something that will meet EEC requirements if there ever is a directive or regulation about the people who are in charge of manufacturing food. Also the consumer will be very interested in seeing that there is proper protection."

The mastership is the brainchild of Professor Alan Ward, former president of the institute and now chairman of the Food Standards Committee, which advises ministers about changes in food law.

Lord Sainsbury looked suitably dumbfounded, but more high on the communications saw between London and Brussels was shed a minute later by Daphne Grose, of the British Consumers Association. She observed caustically: "I evi-

This statement has been issued by S. G. Warburg & Co. Ltd. on behalf of Black Diamonds Pensions Limited. The Board of Black Diamonds Pensions Limited has taken all reasonable care to ensure that the facts stated and opinions expressed herein are fair and accurate and all the Directors jointly and severally accept responsibility accordingly.

International Timber Corporation

Interim Report for half year to 30th September 1977

In view of the sale of the majority of our Belgian interests, all figures shown exclude that investment. In fact a modest profit was achieved in Belgium in the period under review.

Turnover is little changed from the previous year. This arises from reduced volume due to the much lower level of activity in the markets we serve, particularly the construction industry, compensated by higher prices for our products largely because of the lower value of sterling. Although there are signs that activity should improve in the building industry it is not expected that this will be very apparent in our second half year, which includes the winter months. Your Company is in excellent shape to benefit when the anticipated improvement in building occurs.

Your Board has decided to pay an interim dividend of 2.75p per Ordinary Stock Unit (1977/2.5p). The interim dividend will be paid on April 1st 1978 to stockholders on the register on March 3rd 1978.

Group Results

	Unaudited for the half year to	Audited for the year to
	30.9.77	30.9.76
External Sales	£2,000	£2,000
Profit for the Period, Interest - including Loan Stock £210,000 (1976 - £227,000)	4,480	5,133
Profit before Taxation	3,061	3,806
Group Profit Attributable to Stockholders after Taxation	1,634	1,780
Interim Dividend per Ordinary Stock Unit:	2.75p	2.5p
Earnings per Ordinary Stock Unit:	10.8p	12.9p
Basic	8.7p	10.0p
Fully Diluted	10.2p	11.2p

Brahama Millar

INTERIM REPORT AT 30 SEPTEMBER 1977

(Unaudited)	Half year ended 30.9.77	Half year ended 30.9.76	Full year ended 31.3.77
Turnover: £m	£m	£m	£m
Home	1.47	1.32	3.01
Export	3.04	2.68	5.43
	4.51	4.00	8.44

Profit: £000	£000	£000
Before Taxation	511	421
After Taxation	245	202
Dividend per 10p share 0.6p	0.525p	1.45p

PROSPECTS. Demand remains strong but with profit margins coming under increasing pressure, profits for the second half year may well not exceed the very satisfactory earnings in the first half, despite an increase in turnover.

Brahama Millar Group Limited
Capital goods for industry



Shake-up at Westbrick

By Tony May
Profits have slumped, the interim dividend is halved and the chairman, Mr Patrick Stedham, and four other directors have resigned at Westbrick Products. Mr Stedham and Mr D. R. Saunders, the managing director, will no longer hold any executive post in the company, but three other ex-directors will continue in executive capacities. Two non-executive directors were appointed on October 1 and one, Mr J. W. Sanderlin, is now the non-executive chairman.

A new managing director

will be recruited from outside the group "at the earliest possible date", meanwhile, Mr Michael Stedham will act as chief executive.

Profits at this bricks and concrete group have been declining since reaching a record £816,000 in 1972/73. The board gave a warning in June that any recovery before April would be modest, but the pre-tax profits for the six months to September 30 have crashed from £225,000 to £92,000. After all deductions there is a loss at the attributable level of £51,000 compared with a profit of £189,000. The board warns that it is not possible to forecast results for the full year with any certainty. Taking the hint the market chopped 7p off the shares at 30p.

Since establishing its subsidiary in Dubai in March, pre-tax losses have reached £43,000 and the group's total commitment there is about £252,000.

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FINANCIAL NEWS

ATV looking to £13m full-time but market sees £14m-plus

By Michael Prest

At just over £5m, ATV's pre-tax profits in September 25 are £156,000 less than for the same period last year, but a little above the market's expectations. The shortfall is ascribed by the company to "exceptional television programme costs", which Mr Jack Gill, deputy chairman, explains as the *Jesus of Nazareth* film. These costs will not recur, and the company is confident of pre-tax profits for the whole year of "not less than" £13m. Mr Gill says ATV's cash position is strong in the wake of last October's £2m rights issue.

ATV does not offer a breakdown of its interim profit figures, but some analysts feel that while films may for the moment have caused a profits dip, much better results will have been shown by tapes and other formats. Eye, from the *Assassins* interests, also from property and music publishing. He says that two major feature films have been completed and they are expected to contribute to profits in the next financial



Lord Grade, chairman of ATV.

year. Analysts point out, however, that film profits can prove misleading. Eye, from the *Assassins* interests, also from property and music publishing. He says that two major feature films have been completed and they are expected to contribute to profits in the next financial

Pancontin'l see \$240m from uranium

By Desmond Quigley

Pancontinental Mining has claimed that its Jubilee uranium project in the Northern Territory could generate AS240m a year in export revenue from the end of 1981, rising to \$270m a year from the middle of the next decade. Reuter reports.

The claim is made in a draft environmental impact statement on the project which has been filed by Pancontinental in accordance with Government instructions.

Pancontinental has always been optimistic as to when it could get into production and the reaction in London to the development sequence implied in the statement with work beginning early next year was that the company was yet again being somewhat optimistic.

Apart from the fact that there is a Government moratorium on uranium development and that the whole issue is highly sensitive in Australia (it is a major issue in Saturday's general election), Pancontinental still has a long way to go before it can start on the project even when, if it receives Government consent.

Over its estimated 30 year operational life, the projects export revenue could total about \$16,000m, using the current spot price for uranium of AS6 a pound, while gold would probably add a further \$7m to \$8m for at least four years, the company said.

Estimated capital expenditure has been put at a total of \$272m with \$186m in the first four years of development and a further \$86m being needed in the following three years for expansion.

Rental market growth gives lift to Haslemere

By Ray Vaughan

The growing strength of the prime office rental market, coupled with a few more lettings and reversions helped to boost Haslemere Estates' net rental revenue by 23 per cent to £4.05m in the six months ended September 30 last. The annual total is estimated to rise by about 16 per cent to over £8.2m although the board, stressed by Mr Frederick Cleary, stresses that this will probably turn out to be a conservative forecast.

Interest charged climbed slightly to £2.52m while overall net revenue rose from £24.00m to £27.50m as a result of ground rents on leaseback arrangements and some empty spaces. Trading profits rose from £203,000 to £350,000—likely to reach about £500,000 in the full year—and, after management expenses, pre-tax profits were very much in line with outside

trading expenditure next year, and the traditionally higher winter season television profits. The market appears confident that the profits trend is firmly up.

Two other factors, apart from the uncertainty of film sales, which could upset the trend, are government legislation and relaxation of the fourth channel franchise and speculation that ATV's midweek licence could be split in two. In its statement in the accounts for the last financial year Lord Grade, ATV's chairman, said he was "disappointed" that the Aran committee into the fourth channel's future had not allocated this in the Independent Broadcasting Authority.

But these are distant fears for shareholders. Although the A shares closed 1p down at 99p, the yield remains high at 9.5 per cent. Despite the rights issue, the interim dividend is 2.75p, compared with 2.25p. The board expects to recommend a final dividend of 6.545p, which is 20 per cent more than last year.

Analysts point out, however, that film profits can prove misleading.

Nevertheless, ATV's full-year results could comfortably exceed its own forecasts. Market sources are suggesting £14m. The higher figure is based on

Setback for Pegler but payout goes up

By Tony May

The aim of Pegler-Hartley was to hold its ground over the current year, but a combination of tough trading conditions and labour unrest militated against this.

Sales for the six months to September 30 rose 13 per cent to £41.4m thanks to a big rise in exports, but pre-tax profits dropped 25 per cent to £5.4m. Margins at this level are down from 12.5 per cent to 13 per cent. Stripping out metal stock depreciation charges, profits are down only 10 per cent to £7m.

Looking ahead, Mr James Harrison, chairman, says that the results for the second half year will depend upon prices in some markets and the group's ability to maintain uninterrupted production. Although the order book remains good, it is unlikely that the group will be able to repeat last year's record profit of £18.1m—a jump of 26 per cent.

On a brighter note, he added that the maximum dividend is raised from 4.5p to 4.75p gross, and Mr Harrison expects the total for the year from 10.5p to 11.65p. He points out that this is a maximum payment, and that the cover will remain high. The market did not like the trading outlook however, and the shares dropped 10p to 17.5p.

Commenting on the past half year, Mr Harrison says that profits of the associated companies, which mainly arise overseas, increased, and some of the smaller companies improved their results. It was a disappointing half, however, for the group's two main operating divisions—particularly the engineering and valve division where "severe" competition in the steel valve field "considerably reduced margins". Also, production in both main divisions was affected by labour troubles.

Mr Harrison notes that this was a new experience for the group and that it can largely be attributed to the dissatisfaction of skilled employees at the end of their apprenticeships, combined with the determination of others that there should be no increase in which they did not participate.

predictions with a 64 per cent rise to £1.27m in compliance with current management policy there were no sales of investment properties.

The last balance sheet showed that 85 per cent of the portfolio comprised offices and 97 per cent was located in the West and City of London which, if external calculations are correct, suggests that existing net rental income will rise by around 15 per cent throughout 1978. Haslemere, however, is taking a more active interest in the industrial market, about 5 per cent of the portfolio last March, where yields are now 6 to 6.5 per cent range.

The group has just finished the 280,000 sq ft warehouse near London Airport and the letting of several units has already been agreed.

The interim dividend is raised from 0.95p per share to 1p.

GE of America again looks to higher return

General Electric Company of America expects its 1977 earnings to be in the range of \$4.70 to \$4.80 per share. This is up from \$4.12 in 1976. Mr Reginald Jones, chairman, said in New York:

"This confirmed a projection at a shareholder's meeting in October when he said that the estimate was in line with projections by securities analysts."

Mr Jones, commenting on the Hitachi joint venture, said Hitachi will pay its share in cash. But he refused to disclose the amount. He added that Hitachi will bring in staff and technology for their venture.

The Dow Chemical Company of America says it will purchase on the open market 1.5 million shares of its common stock before December 31 next year. It says it is purchasing the stock to cover the distribution of shares when an employee stock purchase plan is completed in the spring. In September Dow Chemical authorized the purchase of an additional 1.5 million shares which has been completed. It currently has about 183 million shares outstanding.

International

shareholders at DM180 marks per DM50 nominal share.

At the end of October, the parent bank's balance sheet totalled DM35,500m against DM32,700m at the end of 1976. The group balance sheet total increased to DM61,000m from DM56,700m last year, the bank paid a DM10 dividend on ordinary shares and DM11.50 on the preference.

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GE's television operations will be profitable this year and in 1978. Mr Jones estimated that 5.5 million colour televisions will be sold in the United States next year, slightly above the projected 9 million for this year.

He said that GE was planning no major acquisitions at this time because "We would be in a little trouble with the Justice Department just right now after the Utah International purchase". He added that GE had no major plans for a stock repurchase or debt reduction programme.

The high foreign borrowing of about \$400m (about £22.2m) will be kept at that level as a hedge against currency movements, Mr Jones said.

Hambro Group sells

Australian Asiatic Corporation of Australia (AAC) and the Hambro Group said that Hambro Australia and other members of the Hambro Group had sold their 55.6 per cent shareholdings in AAC at 30 cents per share. Union Corporation (Australia), which owned 10 per cent of AAC's six million 20 cent per share capital, also sold its stake at 30 cents a share. The shares were purchased as follows:

Falkiner Holdings Ltd 1.8 million, Allcon 1.8 million and the AAC staff incentive scheme 341,000.

Nomura sees decline

Nomura Research Institute of Japan estimates after-tax profits of 402 Japanese companies will show an average decline of 2.9 per cent in the six months to March 31 and another fall of 10.7 per cent in the following six months. This is because of stagnation in Japan and a slowdown in exports under the pressure of the recent appreciation of the yen, it said.

The prediction was made on the assumption that Japan's real economic growth rate in fiscal 1978, starting in April, will be between 4.5 and 5 per cent, compared with between 5.5 per cent and 6 per cent estimated for the current fiscal year.

Bayerische Bank

Bayerische Vereinsbank has announced in Munich that it is raising capital to DM515m (about £75m) from DM286m through one-for-ten to

cover to 300p, down 16p to 16p on the whole of the Spink equity carries a market valuation of more than £3.5m.

Meanwhile it is announced that Mr Philip Spink is to retire from his post as managing director, though he will continue as chairman. Mr D. Liddell is to be the new managing director. In addition, Mr A. F. Sprack and Mr E. C. Joslin, at present associate directors, are to join the main board.

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Stock Exchange Prices

Bargains marked below 4000

ACCOUNT DAYS : Dealings Began, Nov 28. Dealings End, Today. 5 Consign Day, Dec 12. Settlement Day, Dec 20.

Forward bargains are permitted on two previous days

Chartered Surveyors Estate Agents
London Leeds Paris Nice Frankfurt

1976/77		High Low Stock		Gross Div Yield % P/E		High Low Company		Gross Div Yield % P/E		High Low Company		Gross Div Yield % P/E		High Low Company		Gross Div Yield % P/E		High Low Company		Gross Div Yield % P/E		
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ABC Ltd	180	180	180	180	180	0.000	180	180	180	180	180	0.000	180	180	180	180	180	180	180	180	180	180
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Property



Batticrease Hall, in Lower Halliford, Middlesex...

The house which needs modernization and possible conversion without being in a state of total dereliction still attracts a good deal of interest from buyers. One important source of this kind of property are old farm workers' cottages, which the landowner prefers to sell rather than rent.

Since so many of this kind of older dwelling were originally constructed in pairs or terraces of three, they offer a lot of scope for conversion and could easily be an unduly expensive conversion operation, provided ambitions are kept within bounds. Two such properties with interesting possibilities are for sale through the Wimborne Office of Savills, in Dorset.

The larger of the two, known as Batticrease Cottage, is in the village of Wimborne, near Wimborne. It was originally a terrace of three, but two have already been combined to form the main property for conversion. This has two reception rooms, three bedrooms and an attic room.

Box Cottage, the end section, would add a further living room and a bathroom as well as a further kitchen which could be added to the main part or used as a separate annexe. The building itself is mostly thatched and has some exposed half-timbering to one gable.

The price is £32,500. The other property is a pair of cottages, known as Manswood Cottages, in the neighbouring village of Manswood. Here too, the buildings are thatched and the two together would provide three reception rooms, four bedrooms and two kitchens. Just over half an acre of garden goes with the property, which is for sale at £22,750.

Different conversion potential is offered by a property at 1, The Green, Ashdown, near Marlborough, in Wiltshire. Although at present used as a do-it-yourself shop, it is in fact a former shop and a small village house, with an shop-store and offices on the ground floor and a flat above it, with separate access. The shop area is 33ft by 16ft and the flat has a sitting room and three bedrooms.

It could, of course, continue in its present use, or could be converted back into a roomy house. A good point for a village property is that there should give plenty of scope

Homes with scope for conversion

for a variety of pursuits. The land extends in all to some 16 acres, of which part is a paddock of some 8½ acres at present let on an agricultural tenancy. Others, over 7½ acres, are being acted through Knights, Frank and Rusley, and Simmons and Sons, of Basingstoke.

Also modern but built in country style is Speckenhurst, Old Mill, Painswick, Gloucestershire, which has views across the Arun Valley to the South Downs. Construction is of brick and stone under tiled roof, and there are two reception rooms, a dining room, a double bedroom, and three main bed-room upstairs.

The garden extends to just under an acre and includes an orchard and a paved terrace. The property is for sale at £30,000 through Whiteheads of Painswick.

A good Georgian house is Batticrease Hall, in Russell Road, Lower Halliford, Middlesex, once lived in by Rider Haggard, author of *King Solomon's Mines*. It is in the style of its period, it has a pilastered entrance porch and sash windows.

Accommodation includes a garage with a side access covered porch. The price is £25,000 and the agents are John German, Ralph Fey, of Ramsbury.

One similar property which has been well modernized is Wimborne Wood, Bazeley, on Common, near Reading, Berkshire. It was formed from two cottages built in 1848. Bulk of brick and with a tiled roof, it is unusually well built in a modern style throughout.

The garden extends to just under an acre and includes an orchard and a paved terrace. The property is for sale at £30,000 through Whiteheads of Painswick.

There is a large entrance hall, two reception rooms and three bedrooms. It stands in a garden of about half an acre for sale at £25,000 through Fearnolds, of Basingstoke.

Of interest to somebody looking for a fairly large house with a minimum of garden to convert is a property called The White House, Glastonbury, also being offered by Pearsons. It is a modern Georgian-style house built about five years ago, which stands in a small, but easily-handled garden of about one-third of an acre.

Accommodation includes a large reception hall, two reception rooms, a maid's bedroom, dressing room, bathroom, kitchen, and four further bedrooms, one of which could be used as a study. Behind the house is a walled garden of about a quarter of an acre which includes a heated swimming pool, a covered courtyard with a changing room and a barbecue. The property is for sale through Mabs and Co., of Weybridge, at £43,750.

Of similar size, but with more land attached to it, is a modern house just completed, called Lechl Manor, at Crofton, near Farnham.

The property is built of brick and timber under a tiled roof and has double glazing throughout. Accommodation includes three reception rooms, four bedrooms, two bathrooms and a converted shower room and sauna, all on two floors.

Outbuildings include a self-contained garage, subject to planning consent.

The gardens are mainly in front of the house and extend to about half an acre.

For sale through Sturt and Parker, of Canterbury, the price is £47,500.

Gerald Ely

Country property

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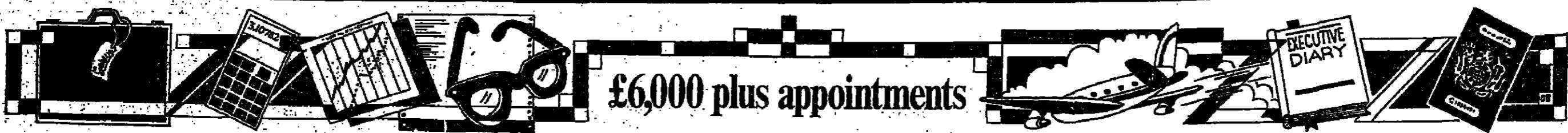
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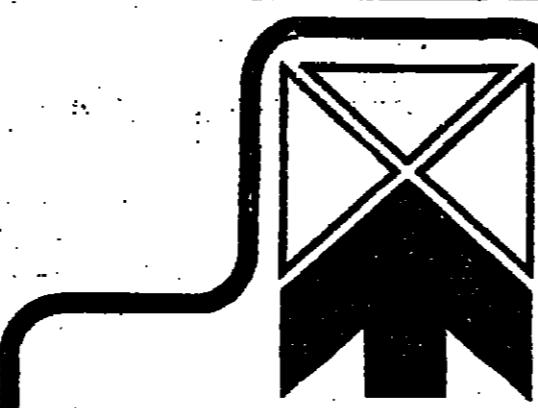
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HEAD OF FINANCE DIVISION

This is one of the most important posts in the Board's organisation, salary in the range £8,271 to £9,558.

Applicants for the post should be aged between 35 and 50 years and be qualified in accounting. Experience in either industry or banking will be essential and the successful applicant will be expected to be familiar with modern management techniques and have an understanding of the problems of small businesses.

For further details and an application form, please write to, or telephone:

The Personnel Officer (T),
HIGHLANDS AND ISLANDS DEVELOPMENT BOARD,
Bridge House, Bank Street, Inverness IV1 1OR.
Tel : Inverness (0463) 34171, Ext. 287.

Completed applications to be lodged by 5 January, 1978.

HIGHLANDS AND ISLANDS Development Board

Bridge House, 27 Bank Street, Inverness.

Senior Financial Systems Analyst

London

from £7850

The Financial Systems & Development Department is concerned with developing and implementing new accounting systems and new approaches to the problems of financial planning and control. A recent project has been the introduction of a large-scale budgetary modelling system.

We now wish to appoint a Senior Analyst within the group whose responsibilities will include the further development of our accounting and associated systems. The main qualifications for this position are a sound understanding of the principles of finance, accounting and systems analysis, coupled with wide experience of computers and computerised systems. Formal accounting qualifications, whilst desirable, are not as important as a record of practical achievement.

The annual salary range for this position is currently £6882-£8154 plus £456 Inner London Weighting plus phases I and II pay policy supplements, but the actual starting point is negotiable within this range.

Please write with full details of age, qualifications, experience and current salary, quoting reference F/030501/T, to the Senior Personnel Officer (HQ), British Gas, 59 Bryanston Street, London W1A 2AZ. Closing date for applications 23 December 1977.

BRITISH GAS

from £7850

Iron Ore Railways Australia

HI

SENIOR ENGINEER TECHNICAL

Hamerley Iron, Australia's major iron ore producer located in the North West of Western Australia, has a 400 km (230 miles) standard gauge railway, linking the Port of Dampier to the mines at Tom Price and Paraburdoo.

An opportunity exists for a qualified and experienced Mechanical Engineer to head up the railways technical department at Dampier.

The successful applicant will be responsible to the General Superintendent — Railways Workshops for engineering design, consultation, investigation and project implementation in support of railways operating and maintenance departments. The emphasis in this position will be on problems of technical control and specialised engineering matters, particularly as these apply to locomotives and rolling stock design.

The Technical Department consists of a small team of Mechanical and Electrical Engineers and Draftsmen.

Applicants should be able to demonstrate previous experience in the design and engineering field of railways rolling stock. The ability to liaise with professional bodies, research organisations and other railway companies is essential.

GENERAL:

Dampier and the nearby town of Karratha are new and modern towns with brick veneer airconditioned, well furnished homes at rental of £89.00 per week. Population approximately 11,000. All services are in operation, swimming pool, bowling green, squash, tennis, football, cricket, colour television, cinema, hotel/motel, primary and high schools, dentist, very modern hospital, doctors.

Salaries including site allowance, is generous. Benefits include non-contributory provident fund, free accident cover 24 hours per day 7 days per week, 5 weeks annual leave, air fares for family to Perth on first leave, to Melbourne on second leave, pre-rates long service leave after five years, generous relocation allowance to Dampier and air fares for family.

The North West of Western Australia is developing rapidly. Already we have a first-class team sharing in the prosperity and excitement of the area.

Please write with full details to:

Senior Personnel Officer — Recruitment,
Hamerley Iron Pty. Ltd.
Box A42, G.P.O.,
Perth, Western Australia 6001.

1392

European Consumer Union Director - Brussels

The Bureau Européen des Unions de Consommateurs is a consortium of consumer organisations charged with pressing the consumer point of view in Brussels.

The bureau is now seeking a DIRECTOR, whose task will be to ensure the efficient and effective operations of the organisation — which comprises a small Brussels office in constant touch with, and able to draw on the resources of, all its member organisations (including Consumers' Association, publishers of *Which?*).

The successful candidate will have most of the following qualifications: fluency in French and English, a working knowledge of EEC institutions, consumer affairs and the management of research, administrative experience and above all, political nous. The salary will be commensurate with qualifications and experience.

Applications for the post (including curriculum vitae and present salary) should be sent to: Ms. E. Roberts, B.E.U.C., 29 Rue Royale, Bte 3, 1000 Brussels, Belgium.

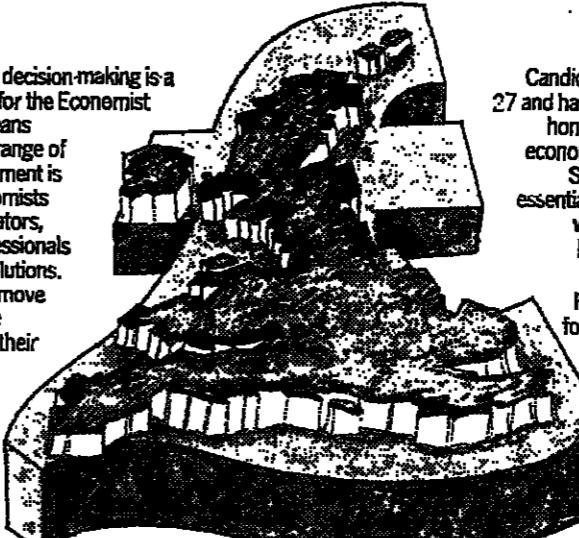
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An important role in national decision-making

Sharing in the nation's decision-making is a major task in any field, and for the Economist in government service it means involvement across a wide range of problem areas. The environment is multi-disciplinary and economists work closely with administrators, statisticians and other professionals to achieve swift, effective solutions.

They have opportunities to move between departments in the interests of the Service and their own career development.

There are now opportunities for Economic Advisers in a number of departments. These vacancies are in London, and possibly elsewhere.



Candidates should normally be at least 27 and have a degree with 1st or 2nd class honours, or postgraduate degree, in economics or a closely related subject. Substantial relevant experience is essential. Starting salary (Inner London) within the range £5,665-£8,435. Promotion prospects to £11,000 and above.

For full details and an application form (to be returned by 9 January 1978) write to Civil Service Commission, Alencon Link, Basingstoke, Hants RG21 1LB, or telephone Basingstoke (0256) 6851 (answering service operates outside office hours). Please quote ref. A(1) 622/1.

GES

Government Economic Service

P & I

Small Club requires good all-rounder. Mainly claims work but preference to applicants with legal or underwriting experience.

Understanding and sympathy for mutual members more important than qualifications.

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Reply in writing to Box 0421 K, The Times or telephone 01-488 4937.

Group Financial Comptroller

A substantial international diversified trading and shipping Group requires a progressive and energetic person of wide experience and mature outlook to assume responsibility as Group Financial Comptroller.

It is envisaged that the successful candidate will be aged between 30-35 years and possessed of a recognised Accountancy qualification.

The salary offered will depend upon age and experience but will be substantial in view of the responsibilities involved.

Applications should be made in writing with particulars of curriculum vitae in the first instance to—

Edward McGuire, St. Paul's House, Warwick Lane, London EC4P 4SN.

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de Sede of Switzerland has about 550 employees, exports to over 80 countries and produces under license in several others, and so offers great career potential. Handling of Middle East accounts envisaged as first step. Salary negotiable. Experienced applicants between 30-35 should write with full details to—

DE SÈDE LTD., 143 GROSVENOR ROAD, LONDON SW1W 3AY. 01-321 9481

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Salaries will be commensurate at £3,800 p.w. + LVS and conditions are excellent, including over 4 weeks' annual leave and other incentives, etc.

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If you feel you have the right personality and experience to be an invaluable side to senior management, write or telephone Janet Heath on 01-930 2161.

TUNNEL HOLDINGS LTD.,
16 Old Queen Street, London SW1H 9HT.**Editorial
Secretary
(Medical)**

The Drug and Therapeutics Bulletin, a fortnightly publication from Consumers' Association (publishers of Which?) for the medical profession, provides up-to-date, independent, critical assessments of new drugs and new therapeutic techniques. The Bulletin needs a combined verifier (to verify articles before publication) and medical secretary (to give secretarial and administrative help to the editors).

The work is varied and interesting: you will probably have at least two years' experience of medical secretarial work but may have a scientific or publishing background instead. Fast, accurate typing is essential, as is a good command of English, combined with an ability to work under pressure in exacting deadlines and on your own initiative, since, on occasions you will deviate from the Assistant Editor.

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Please phone the Personnel Officer on 01-839 1222. Consumers' Association, 14 Buckingham Street, London WC2N 6DS.

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